

# Aviation News

McGraw-Hill Publishing Company, Inc.

JANUARY 28, 1946



**New Fleet Bomber:** This Douglas BT2D-1 was to be unveiled today by the Navy. Designed for use aboard Essex-class carriers, it is one of three new war-planes revealed last week by the armed forces. (See Page 9)

#### **Truman Requests Increased Funds For CAA And CAB**

House group approves NACA appropriation in excess of Budget Bureau recommendation. .Page 7

#### **Bermuda Parley On Way To Satisfactory Agreement**

Compromise near after lack of U. S. policy causes four-day delay at start. .Page 9

#### **Bendix Testing New Lightplane To Sell For \$2,500**

Excellent performance ascribed to three-place all metal ship; top speed set at 130 mph. .Page 27

#### **PICAO Expected To Become Permanent This Year**

Warner reveals step will be taken soon; three more nations ratify convention. .Page 33



## THE EYE THAT SMELLS SMOKE!

A puff of smoke in the baggage compartment...

The Kidde Smoke Detector instantly gives the alarm!

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# Kidde

## THE AVIATION NEWS

# Washington Observer



**SYMINGTON NOMINATION**—While the aircraft industry as a whole is reserving comment on the nomination of W. Stuart Symington to be assistant secretary of War for six, it is quietly pointed out that Symington, as Surplus Property Administrator, may have already done the industry a great service. Symington played a leading role in persuading the Alcoa Corp. of America to permit use of its patents. This is seen as fostering competition, reducing the price of one of the industry's basic metals.

**APPROVAL EXPECTED** — Although Symington may be called to account for his stewardship on some aspects of surplus property disposal by the Senate Military Affairs Committee, little opposition to his new appointment is expected. It should be noted that committee is the one which handles surplus property in the Senate and Symington is no stranger to it. His efforts on behalf of aviation (he has one son in the Army, another in the Marine) will find a responsive chord in the committee.

**STEEL STRIKE**—Aircraft dealers and distribution throughout the entire army of them in an extended position financially, are extremely vulnerable to the effects on aircraft production of the steel strike, Washington representatives report. Many dealers and distribution have been operating at a loss since Vickers, keeping related employees on the payroll until plane production lines began to roll, and they could "get well" by personal plane sales. Washington estimates

are that even a short strike may delay high scale deliveries from the expected April date, for two to four months. Steel taking for plane fuselages and engine mounts, and steel used in engines, landing gear, etc., is a necessity for virtually all the lightplanes now in production.

**AIRMAIL BUDGET**—The \$3,000,000 allowed for foreign airmail in the 1947 fiscal year budget, "is no accurate reflection of the amount likely to be spent on international airmail," according to officers of the Bureau of the Budget. This sum simply has been prepared as a means to enable the Post Office Department to make payment on foreign airmail contracts, it was explained. Until rates on airmail have been fixed by the CAB, the Budget Bureau cannot draw up an accurate foreign airmail figures for the year. Several House Appropriations Committee members, now looking hearings on the 1947 estimate, do not like the idea of appropriating money prior to the establishment of rates to be included in contracts.

**RECONVERSION NOTE**—Another index of the progress of reconversion in the airport that Robert H. Hockley is resigning Feb. 1 as director of the Office of Contract Settlement since having set a free record in one of the toughest jobs connected with the end of the war. He is expected to become vice-president of the American Broadcasting Co., president of which is Edward Noble, former CAB member and assistant secretary of Commerce for war. Hockley worked on CAB with Noble, and succeeded him in the Commerce post.



The sturdy new single-engine Douglas BT2D-1 Navy bomber. (See Page 2)



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BRIDGEPORT, CONNECTICUT

ONE OF THE FIVE DIVISIONS OF UNITED AIRCRAFT CORPORATION

## Truman Requests Increased Funds For CAA, CAB; NACA Boost Ok'd

President's budget message sharply highlights aviation's war-to-peace transition; asks 36 percent more for CAA, 43 percent for CAB; House group approves \$906,607 more for NACA.

By WILLIAM KROGER

The switch in emphasis on aeronautics from war to peace was sharply highlighted last week by the President's budget recommendations to Congress. To keep pace with and spur greater development of civil and commercial aviation both CAB and CAA are recommended for heavy boosts in expenditures for fiscal 1947.

In a separate, but cordially action, the House Appropriations Committee approved a greater sum for the National Advisory Committee for Aeronautics than was recommended by the Budget Bureau. **36 Percent More for CAA**—Total Army and Navy needs are estimated at roughly \$12,936,800,000, although no breakdown was furnished, as detailed supplementary recommendations will be submitted to Congress in the Spring.

CAA is recommended for an increase of about 36 percent above its estimated expenditures for fiscal 1946—down \$51,350,000 to \$95,581,000. Most of this increase is for the maintenance of air navigation aids. **Lost on Two Points**—While CAA lost the fight with the Budget Bureau over two main items of its contemplated program—air markers, and a \$1,000,000 aircraft development project—it obtained satisfaction for operating airport control towers, and was recommended for an increase in its technical development.

Should the budget go through in its present form, CAA would have funds for operation of 192 control towers, and could maintain additional ones when ready.

**Administration Funds NACA**—Just how effective CAA's increase in technical development funds will be is problematized in view of the fact that recommended expendi-

tures for administration of the projects are drastically slashed—from \$211,480 to \$63,406. Greatest cuts are for radio and radio development, up from \$18,800 to \$208,000, and for the operation of the CAA experimental station at Indianapolis, up from \$355,540 to \$365,700.

The President's budget message recommends an increase in CAB appropriations of approximately 43 percent—from \$1,739,000 in fiscal 1946 to \$2,492,100 in the forthcoming fiscal year. The amount is somewhat more than the most optimistic of previous expectations, as discussed in an Aviation News editorial, Dec. 28, 1945. However, almost one-fourth of the increase will go toward meeting pay raises. **Economic Bureau Wins**—While CAB had hoped to be able to add nearly 300 new employees, the best it could hope to do if the recommendations went through would be to take on about 200.

For several years the recipient of the CAB branches, the Economic Bureau is recommended for a greater percentage increase than elsewhere. It is up from \$590,450 to \$860,400. The office of trial examiners receives a slight increase slightly more than \$18,000.

**NACA Boost Approved**—Day after the President submitted his budgetary recommendations, the House Appropriations Committee reported out the independent offices bill containing the NACA appropriations for fiscal 1947. At first it was emphasized that NACA's work will now be chiefly allied to civil, rather than military aviation development, the agency is granted an increase of \$536,607, raising appropriations \$26,390,000. Significantly, the amount granted

for research and development is \$2,923,000 more than was recommended by the Budget Bureau. During hearings on the bill, Dr. Jerome Hunsaker, NACA chairman, pointed out to the committee that Great Britain has approved a plan for an empire research center which may entail an expenditure of \$18,000,000.

**Salary Boost Cut**—Despite doing better at the hands of the House committee, NACA still did not get the amount it originally had requested at the Budget Bureau. For salaries and expenses, NACA had asked for \$4,603,750 more than approved by Budget.

Included in NACA's appropriation is \$2,000,000 for additional construction and equipment, at the Langley Field, Va., laboratory and \$300,000 for expenses at the Cleveland engine center.

**President Urges Research Group**—Advocate of greater Government



**JET-DRIVEN PROP:**

First model of a jet-driven propeller, which NACA engineers think has promise as a propellant for future personal planes (Aviation News, Dec. 18, 1945), was demonstrated at the recent Cleveland air show. The jet model was turned by compressed air instead of actual jets, because of the fire hazard in the show building.

expenditures on research also received additional reorganization. In his message, President Truman called for the establishment of the National Science Foundation with a first-year appropriation of \$40,000,000.

**Europe Bush's Recommendation**—This is substantially greater than the recommendation made by Dr. Vannevar Bush, head of the Office of Scientific Research and Development.

Some months ago he reported on the advisability of setting up a program of Government-sponsored research and said it was his opinion that the first-year cost of the foundation should be roughly \$13,500,000.



#### SUPERSONIC RESEARCH

Engineers of the NACA Cleveland laboratory took this 12-ft model (above) to give answers to the recent Cleveland air show on ideas of what the supersonic speed plane of the future may look like. The plane, judged from analysis now, may be about one-third actual size. "Paid to completely covered except for burner canopy for his head, some frictional drag produced by supersonic speeds is expected to create a major problem. The very short domed-shaped nose-back wings are favored for supersonic planes. Passenger would be a very old man. Defeat is another show model of what is believed to be the world's only nose-tail model, at the NACA Langley Field, (Va.) laboratory. The 8 ft model recently was converted from a 500-mph model, to one of nose speed by increasing the power driving the fan, to 10,000 hp air ducts its former power, and making other changes.



#### Air Arm Unification Vexes Committee

Sen. Thomas drafts land-based demarcation can be as sharp as Truman has proposed.

Organization of aviation under a single defense department, with equal land, sea and air subdivisions, has developed as the most vexing problem confronting Senator working out legislation to effect President Truman's merger recommendations.

While the Army ground forces and the Navy's sea forces can be fairly easily transplanted into the unified command set-up, knitting

naval and military land-based aviation into a single air arm, and organizing carrier-based aviation, has proven more complex.

**Subcommittee at work**—A three-man subcommittee of ranking members of Senate Military Affairs Committee now is developing a merger plan in regular conference with naval and military representatives, and expect to have legislation reconstructing the services drawn up within about three weeks. Members are Sen. Robert Taft (R, Ohio), chairman of Military Affairs; Sen. Lester Hunt (D, Ala.), and Sen. Warren Austin (R, Vt.).

Speaking of the reorganization of aviation under the merger plan, Taft commented: "We are having some trouble in working out this problem. There is a question as to whether we can make the line of demarcation as tight as the President proposed."

**Feasible Plan**—Thomas and all land-based aviation probably would be lumped under the air arm, and all carrier-based aviation left under the sea arm, but that some aerial type arrangement would have to be worked out for common aviation problems, such as training. The subcommittee has already reached agreement on the broad outline of the merger plan.

**Organization**—Generally following the lines of the Truman proposal, this contemplates a Department of Common Defense, with a civilian secretary, which would have equal-rank subdivisions—Army, Navy, Air Force and Navy Force—each headed by a civilian Undersecretary. A National Security Council, created by the law to coordinate defense activities with the State Department and the United Nations Organization, would be established but the details still are unsettled.

#### Supplus Gas Tanks to Sell Under Retail Sales Plan

Seventy-five carloads of surplus surplus gasoline tanks were grabbed up by boys from recently during a seven-day sale at Des Moines under a retail sales plan which proved as successful that it will be used in a nationwide hunt Jan. 24.

The farmers are finding many different uses for the bullet-proof and synthetic rubber tanks including: feed and water troughs for cattle, feeding hogs, duck baths, duck blinds, storage containers, and boost for children, postboxes to support pipe lines across water, irrigation tanks and brooder houses.

#### Bermuda Air Conference Started On Way to Satisfactory Agreement

Proposals for compression well received after early sessions demonstrated clearly U. S. agencies failed to agree on policy before beginning talks.

BERMUDA (Special)—The Anglo-American Civil Aviation Conference here seems now to have started on the course toward a mutually satisfactory bilateral agreement covering the important North Atlantic traffic between the world's largest air carrier nations. The British have received "comprehensively" the actual American proposals for a comprehensive agreement to reconcile their respective demands on the one hand, for regulation of routes, rates and frequencies and on the other, for free competition in the global air (See Transport).

Nevertheless, while the next week of deliberation may result in elaboration of a draft agreement to London and Washington for approval, the first week's sessions have thrown up some hard questions of U. S. government agencies concerned to agree on a policy before entering the meetings. It has also highlighted the vagueness of the Civil Aeronautics Board's economic powers over U. S. operators of overseas airlines.

**Compromise Offered**—The break in the conference has been the American offer to adjust rates in the regulation of the International Air Traffic Association, the operators' conference, in return for a British retreat from the demand for frequency reductions. Since the final year will probably be some redefinition of the Fifth Freedom principle—the right of one country to carry traffic between two others—to meet British objections.

Although both parties came to Bermuda with the knowledge that each would have to make concessions, the meetings were halted for almost a week by the inability of the American delegates to agree on a compromise stand. State, War and Navy Department members of the group were in substantial agreement, but could not make up the members of the CAB, in a few days of sessions here, decided how far they had the legal power to maintain rate reductions.

**Decision Was Difficult**—The decision was not an easy one for CAB to make. Under existing law, an

air carrier has power to regulate the rates of international air carriers. The Civil Aeronautics Act gave CAB only indirect power through the issue of mail pay and through the provision that rate agreements between air carriers are subject to its approval.

Although the act permits that parties to such an agreement approved by CAB are exempted from the anti-trust laws, the present government position against international treaties made two of the four members of the Board dissent and postponed a four-day deadlock.

**British Repeated in Yield**—On the matter of frequency, the British are expected to give way, if only because their limited lack of equipment makes hopeless any attempt at equal division of traffic. In opening the conference, British spokesmen took pains to assert that their policy was neither aimed at restriction of traffic nor based upon short-sightedness. Sir William Willford, Director General of British Civil Aviation, laid particular stress upon the fact that the British were already allowing U. S. lines to bring all the traffic they wished into England and would allow them more schedules when they were ready to operate.

He reiterated the British demand, however, that rates be economically sound, although he expressed the personal hope that they would soon become cheap enough to permit large scale travel by students.



#### JAPANESE FAILURE

The Japs started building this Type 100 fighter late in the war in the belief it would be a match for the Mustang and B-29's that were beating the home steeds. It was found to have a top speed of 462 mph. and an altitude ceiling of 34,500 ft., but crashed at 269 mph and was shaggy over 27,000 ft. It picked four 20-mm cannons, could carry light bombs and was armed with three 100-lb. bombs. It was only one combat machine and only 85 were built and that the type flew only one combat mission.

#### Stratosphere Record

The Air Testimonial Service Command at Wright Field has reported that a specially-modified, high-altitude Boeing B-30 has established what is believed to be the maximum record for stratosphere flights by heavier-than-air craft.

The record of 3 hrs. 36 min. at an altitude of over 40,000 ft. was made in conjunction with high altitude flights being conducted by Boeing and ATSC to test various types of equipment for future stratosphere bombers. Total time of the flight from take-off to landing was 4 hrs. 36 min. Lowest outside temperature recorded in the prolonged flying laboratory of the high altitude was 25 degrees below zero, Fahrenheit.

**Personnel Also Trained**—The B-30 is pressurized equivalent to an altitude of 14,000 to 16,000 feet, which is adequate for reliable crew members to carry on their work without ill effects.

On the American side, a comprehensive agreement—even though temporary arrangements—in 401 desirable licenses in the absence of one, U. S. airlines are subject to both rate and frequency regulation at the whim of the British government.

#### RCAF Recruiting Slated

Canada starts general recruiting for 10,000 personnel for its permanent RCAF on Feb. 1. Vacancies exist in almost 70 classifications. The permanent RCAF will have a strength of about 20,000 men. There will be no women in the permanent RCAF. New recruits will be paid with wages to private industry.

## Three New Military Planes Give Forecast of Future Developments

Convair XP-41 combines propeller-driving gas turbine in nose and turbo-jet in rear; Martin and Douglas reveal details of new torpedo dive bombers.

By SCOTT HERSHLEY

New military aircraft which fore-shadow things to come continue to emerge from the production lines of the aircraft industry. Details have just been disclosed on three new planes, two for the Navy of conventional design and an unconventional lander turboprop and gas turbine fighter for the Army Air Forces.

The Navy's planes are a torpedo bomber, the Martin Master (pictured on the cover of *American News*, Jan. 21) designed for operation of large carriers of the Midway class and the Douglas BT2D-1, a dive bomber designed for Essex-class carriers.

**Jet-Propelled Transformer**—The AAF's new plane the XP-41 built by Consolidated Vultee, is the first plane to fly with both a gas turbine designed for lesser propeller drive and a turbo-jet engine operating in the rear. The power plants were built by General Electric.

In addition, Convair executive vice-president, said the success of the gas turbine in the XP-41 is undoubtedly the beginning of a transition toward use of such power plants in long-range high-speed aircraft. Convair, he said, foresees their widespread use in transports as well, revealing they are being considered for the Convair 37, giant 320-passenger airliner.

**Top 300 Mph**—XP-41 performance

is secret, but its speed exceeds 300 mph. Ladd, said it was the largest single jet fighter yet developed and that the plane's two power plants together can produce normally as much power as all four engines of a B-28 Superfortress. Coupled with much work on the XP-41 are C. E. Irving, chief development engineer of the Vultee field division, and Frank W. Davis, assistant development engineer and test pilot. Design was started in December, 1943.

**Both Used as Take-off**—The XP-41 is a low-wing, all-metal, bullet-shaped, land monoplane. It is powered by a General Electric propeller-driving gas turbine engine—GE-TQ-100—, in the nose, and a separate GE-48 turbo-jet in the aft section of the fuselage. These two power plants give the fighter low-speed characteristics plus ultra-high speed when required.

Both the propeller and the rear jet are used for take-off. For cruising the gas turbine, driving a four-bladed propeller normally is used, although the plane can fly on both engines in either case. Normally, the rear jet engine is employed only when exceptionally high speeds are necessary.

**Map Release System**—Both engines, neither of which requires a warm-up, usually burn kerosene, obviating the necessity for separate fuel sys-

tems and reducing the danger from high volatile fuels used in conventional engines.

A large canopy on each side of the fuselage shields air in the rear engine. Air reaches the forward engine through a scoop around the propeller hub which resembles a conventional cooling intake. The XP-41 has a wingspan of 50 ft. 6 in., is 44 ft. 2 in. long, 12 ft. 6 in. high and has a gross weight of 18,500 lb. The fuel tanks are located just aft of the pilot's compartment, which is covered by a transparent bubble canopy. For long range operations, external fuel tanks are carried under the wings. Douglas *Flight* (October)—The Douglas BT2D-1 dive bomber was conceived in July, 1944, and designed rapidly with the first air plane test flown right and one-half months later. Its performance has caused the Navy to have Douglas continue its production.

In vertical dives from service ceiling the craft has reached true speeds in excess of 500 mph. It is reported to have exceptional rate of climb and maneuverability for a dive bomber. Maximum range is over 1,500 miles.

**Dive Brake on Fuselage**—Introduced on the BT2D-1 is the first production application of fuselage dive brakes. With less than 90 percent of the brake area previously required the equivalent resistance effect is achieved as addition by important aerodynamic advantages.

Specifications on the airplane were not furnished by the Navy which simply required that as a result of extensive tests made during the design period, the dead-weight of the plane has been reduced to a minimum without sacrificing the strength requirements of its type. Such tests are projected to carry up to 5,000 lbs. of bombs, torpedoes, rockets, fire bombs, radio units or extra fuel tanks in addition to a battery of five-in. rockets and 30-mm. machine guns mounted on the wings. Although it is a heavy load-carrying bomber, the wings of the BT2D-1 fold to a span of only 34 ft., permitting it to operate from air carrier.

**Map Release System**—The Martin Master, designed the BTM is powered by a Pratt & Whitney Wasp Major engine with a military rating of 3,000 hp driving a four-bladed Curtiss Electric propeller 14 ft. 8 in. in diameter. In level flight the BTM's speed



**Additions to America's Air Might**—The Army and Navy last week took the wraps off these two fighters' secret weapons. The Consolidated Vultee XP-41 (above and left) is the first plane to utilize both a turbo-jet and a gas turbine driving a conventional tractor propeller, with the pilot seated between the two power-

plants. Either or both propellers operate may be used. The Navy's Douglas BT2D-1 (below, right and on cover) is a new single-engine carrier-borne bomber designed for use aboard flat-tops of the Essex class. It is the first production plane to have its dive flaps installed on the fuselage instead of on the wings.

**Cosma Head Rejected**  
Dwaine L. Wallace has been rejected president of Cosma Aircraft Co. following the firm's annual meeting. Other officers of the firm are Thomas B. Silber, vice-president, and Frank A. Borge, secretary-treasurer. Dwight J. Wallace, formerly executive vice-president, recently said his interest in Cosma to his brother, and returned to private law practice.



Designed for Good Carrier. The BTM Martin Master, pictured on the cover of *American News* last week, is designed for use aboard the 40,000-ton carriers of the Midway class. It carries its bombs internally.

## 7 Awards to Feature IAS Dinner Tonight

Doukhile will be guest of honor and speaker, Wright will receive Guggenheim medal

Presentation of seven top-notch awards for contributions to aviation will feature the annual Boston Night Dinner of the Institute of the Aeronautical Sciences to be held this evening in New York City.

Guest of honor and speaker will be Lt Gen James H. Doukhile, past president and fellow of IAS. He will talk on "An Evolution of the Work of the Aeronautical Engineer in World War II."

**Honorary Award to Wright**—State award, the Daniel Guggenheim Medal for 1945, will go to T. P. Wright, CAA Administrator, for outstanding contribution to the development of civil and military aircraft and for notable achievement in ensuring the success of our wartime aircraft production program (AERONAUTICS NEWS, Sept. 24, 1945).

In addition, Wright will be given an honorary fellowship in the Institute, one of its highest honors. Not more than one resident of the U. S. may be elected an honorary fellow in any one year.

**NIAT, NAC to Be Honored**—Another of the most important IAS awards, the Sylvanus Albert Reed Medal will be bestowed on Charles E. Trager, professor of mechanical engineering in charge of instrumentation at the Massachusetts Institute of Technology. He was named for the "application of the sciences to creating safety for industry and other complex devices."

**The John Jeffries Award** for contributions in the field of aviation medicine will be made to Commander John C. Adams, chief flight surgeon at the Naval Bureau of Aeronautics and Surgery.

**The Thurman H. Stone Award** for 1945 will be presented to Capt. Myron Tribus, at the equipment laboratory, Air Technical Service Command, Wright Field. He has been research and flight testing on wing loads.

**A joint presentation** of the Octave Chanute Award for 1945 will be presented jointly to Robert T. Eberhart and A. E. Merritt, both of Boeing Aircraft Co. for their flight research on high altitude aircraft. Merritt was the pilot of the C-47, military transport version of the B-24, on its record Seattle-Washington run last year ago.

**The Lawrence Sperry Award**, and



T. P. Wright Myron Tribus

the Robert M. Lacey Award will be presented respectively to Richard Hadlan, of Grumman Aircraft Corp., and to Maj. Harry W. Smith, U. S. Weather Bureau (AERONAUTICS NEWS, Jan. 21).

**New Fellowships**—With the Institute's newly-extended period, Arthur R. Barnard, vice president, engineering at Douglas Aircraft Co., presiding, 39 new fellowships will be presented to

Col. Harry G. Armstrong, noted AAF aero-medical authority, Prof. Harry Behnken, professor of aero mathematics, California Institute of Technology, Lt. Cmdr. William Bolley, of the Naval Bureau of Aeronautics; Kenneth Campbell, project engineer, Wright Aeronautical Co.

Franklin R. Callahan, assistant to the vice-president, engineering, Douglas Aircraft Co.; Maj. Gen. Harold H. Harris, American Overseas Airlines; John C. Leach, Pen American Airways; John R. Markham, associate professor of aeronautical engineering, M. I. T.; Dr. Sanford Moss, research engineering, the General Electric Co., and developer of the turbo-propeller; Dr. Frank Leslie Whitcomb, AAF aeronautical engineer.

## Aviation Division Is Abolished By SPA

Surplus Property Administration last week abolished the aviation division, switching its functions to an aviation branch in the industrial property division. Harper Woodward, who was deputy SPA administrator for the aviation division,

has resumed, and Gen. M. H. Sherrill was named acting director of the aviation branch. Woodward had been chief of the aviation division for only a few months, having succeeded Lt. Col. William Barclay Harding. Sherrill has been with SPA since last July. He formerly was on the staff of the assistant secretary of the Navy.

**Index of Surplus**—While no reason was mentioned for reducing the status of the aviation division, it is regarded as another indication that SPA is "over the hump" on its inventory-taking tasks. Additionally, it has long been expected that one of SPA's primary missions would be the allocation of surplus transports—would decline in volume as production of new aircraft got further along.

## Tyndall Transferred to N.Y.C. From Washington For AIA

Stanley E. Tyndall, who has been assistant director of public relations for Aircraft Industries Association on the staff of HILL & Knowlton, public relations consultant, has been transferred from Washington to New York where he will handle the AIA account in the Hill & Knowlton office.

Tyndall is being succeeded at Washington headquarters by William G. Key, a staff member for several months and a former aviation writer and newspaperman. In addition, Fred Little, a former U. S. Corps combat correspondent, has joined the Washington Hill & Knowlton AIA staff. Little was in public information section of Civil Aeronautics Administration before joining the Marine Corps.

## Los Angeles Field Sold

Harlow Aircraft Co., after months of indecision, has decided there is more money in real estate than in landing fees, and this sold for a real estate subdivision all but 20 acres of historic Alhambra Airport on the eastern outskirts of Los Angeles.

Originally the airport was built to be the first transcontinental terminal for Southern California. Its next biggest binger was the largest in the country. The 150 acres were not enough for aviation operations, and increasing schedules. Harlow bought it from TWA a year ago. The annual meeting of Harlow directors in April may decide whether to retain the airport and administrative buildings

## Beech Soon To Be In Production On Four-Place Metal Monoplane

New craft besealed in selling for low price in its performance field; two other planes on the way, including 30-passenger feed-estime now in makeup stage.

Beech Aircraft Corp., which since Dec 5 has delivered \$1,000-2,000 worth of two-engine Model 28 transports, soon will be in production on a new four-place, all-metal, free-wing monoplane and has two other planes on the draft board.

Jack Olney, general manager, said the four-place Model 25 is designed especially "to sell at a price that has never yet been achieved in an airplane that will render the performance and carrying capacity" of its type.

One of the two other planes, a 20-passenger feed-estime craft, is in the making stage. Olney said it should command a ready market both in the United States and abroad "because of its high operating efficiency, based on wind tunnel tests."

"It is especially designed to operate from extremely small airports and should be the answer to the problem of many evacuees which does not allow service but cannot afford to pay millions of dollars for expensive airports," he added.

**Cost Efficiency**—He said the operating efficiency of the transport is not complicated by the fact it will deliver war potential rate of transportation for the expenditure of only one-fourth of a gallon of fuel. "The economy is achieved at a cruising speed of 148 mph."

Olney said the transport and the other plane on the draft board "are confidential at the present time."

**Employees Needed**—Beech has just recalled 400 employees who were laid off temporarily early in January because of a shortage of engines. The company now employs more than 4,000 persons and is turning out Beechcrafts valued at more than \$600,000 every week.

Beech was the first manufacturer to qualify for a CAA approved type certificate on a post-war commercial model under revised civil air regulations, having received temporary type certificate No. 136 on its D-188 two-engine executive and feeder airline transport on Dec. 5, 1945. The company now is producing two D-185 planes daily.

**Waiting On Props**—Beecher's new airplanes have a line of

new Beechcraft propellers in the process of development. Olney said "these models have been approved by both the Army and the CAA and still others have yet to be approved. The new propellers are a development project in making along favorably. . . . The propellers (for D-188) are almost finished but can be evaluated only as experimental devices and as time passes."

Olney said that in addition, Beech has "other things cooking on the back of the stove for future use" as developments warrant.

## Australia-U. S. Line Set

Quanta Airways of Australia plans to start a weekly service early next month from Sydney to North America, with other San Diego, San Francisco or Vancouver, H. C. the probable terminal. Liberator transports carrying 15 passengers and mail would be used.

## P-80 Record Try Near

Lockheed Aircraft Corp. may send a P-80 jet fighter whirling over the Mojave Desert next month in an attempt to break Britain's world speed record of 494 mph.

The National Aeronautics Administration will supervise the timing over a 3.6-kilometer stretch at Edwards Air Force Base in Army or corporate pilot will fly but not be disclosed.

Timing probably will be directed by Col. William Wright, Chief NAA official, L. K. Terhune, chief test pilot on the east coast member of the NAA national advisory committee, and Joseph Mikoyan.

**Mar One Disbanded**—Bureau of Marine, disbanded since late before the war ended, may be revived along the coast to guide the Shipping Pilot pilot in keeping order approach utilization required under revised rules.

Complete data on the British speed runs, and current rules, have been given Lockheed officials for preliminary study.



## Naming of Symington Eyed By Industry

The nomination of W. Stuart Symington, now Surplus Property Administrator, as assistant secretary of War for air use which the aircraft industry is studying closely.

Although it is generally unknown, Symington has an active interest in aviation. In addition a background of war production has given him an insight into some of the industry's problems. At one time a pilot who flew his company's Cessna on business trips, Symington always travels by air except when weather conditions prohibit.

**Lead Aircraft Fight**—In St. Louis, he came before coming to Washington, he headed a civic group which led the fight for an experimental airport on the riverfront. He reportedly backed the city's facilities for air transport, warning that it must look to expansion of airports if it is to keep abreast of postwar developments.

In 1941, Symington headed a mission to England to arrange for the production of power-driven aircraft gun barrels in this country. On his return, his company, Symington Electric Manufacturing Co., manufactured turret production and made an outstanding record.

**Proud of Low Profile**—Symington is particularly proud of the fact that Symington's year-end profit on war contracts was 4 percent, below taxes. The company was on both anti-war and anti-war contracts. The aircraft industry, which would like the former type for an AAF work, in return to see whether Symington, if he is approved by the Senate, will give his support to the industry's desire in that respect.

## Tom Y. Smith Quits Stinson Division

Lagun gets new Boeing post, Cal Murphy returns to WAAI, Maj Cooper to assume CAL position

Resignation of the manager of the Stinson division of Consolidated Vultee Aircraft Corp. highlighted key personnel changes announced recently.

Tom Y. Smith, who has been a Stinson executive since 1940, when he joined the organization as chief industrial engineer, has resigned in 1942 to be made assistant division manager and in August 1944 become division manager. Smith has future plans but his successor was not announced.

A. F. Lagun (photo), assistant to the president of Boeing Aircraft Co., has taken over as director of industrial relations in a consolidation of functions. Prior to joining Boeing in 1942 he was business manager of the Los Angeles Examiner and vice president of operations of Hearst Consolidated Publications, Inc. At one time he was general manager of the Seattle Times.

Lowell Cal Thomas M. Murphy has returned to Western Air Line as assistant to the president after serving in the Air Transport Command for three years. Cal Murphy moved with the ATC automatically to prevent effort, chief of the recruiting division, and chief of the policy-planning and postwar division.

Maj. Sheldon G. Cooper, now on normal leave, who soon resumes his former assignment as general counsel and director of Confidential Air Lines. At the same time he will return to his control new aircraft with Cooper, White & Cooper in San Francisco. His final ATC assignment was as assistant chief of staff of the Western Flying Training Command at Santa Ana.

## Lockheed Modification Center At Dallas Closes Down

Lockheed Aircraft's modification center at Dallas, Tex., has completed its final military order—the modification of 20 jet-propelled P-46 fighters—and closed its doors. Established in 1942, the center at

Love Field was the first of the wartime modification bases to be placed in operation. In four years the center modified 8,908 planes of virtually all types for the Army. At peak production in 1943 the base employed 1,300 workers.

**Reverts to PFC**—The Dallas base is owned by the AAF Technical Service Command and will revert to Headquarters, Frontier Corps, Don Marshall, Lockheed manager of the center, will remain in Dallas to represent Lockheed in southern district sales manager.

## Aviation News Editor Dies In Jet Plane at Muroc

Fast civilian flights in a military jet fighter were made at Wright Field's Muroc Field Test Base on the Mojave Desert last week in one of the first three Bell P-46's. Soldier Hargis, Pacific Coast editor of Aviation News, and three other writers were the passengers. Their pilot was Lt. C. L. Walters, who a week earlier set a new San Francisco-Los Angeles speed record of 48 minutes for the 361 mile flight.

The writers were unimpressed in their conviction that the jet transports will be smoothness of flight and quiet, make over the current war transport models. Instead of adolescent. Describing his flight, Hargis said:

"The takeoff effort was the most startling. A gush, accelerating there and then, after quiet except for the roaring noise of the airstream."

## Lockheed Expected to Buy Pacific Engineering Corp.

Lockheed Aircraft Corp. is expected to announce this week the purchase of Pacific Engineering Corp. of Los Angeles, consultants of aircraft maintenance leaders and shoring, ground handling equipment, and special maintenance tools. Lockheed's purchase of outstanding P.E.C. stock will be in accord with AVIATION NEWS went to press.

State Corporation Commission records show P.E.C. directors to be Robert E. Hilde, Tom Triplett and V. F. Burton of Triplett & Burton, aircraft repair specialists; C. Pearson, and Ralph Westwood, P.E.C. president. The purchase will give Lockheed manufacturing control of maintenance equipment to be sold by its customer service department.

## Cub and Pilot Take Over Checking of Oil Pipeline

A Cub Cruiser and pilot have replaced eight men who formerly spent three full time working weeks on an oil pipeline between Logan and Leavenworth, Kans.

The Kane Pipeline Co., reports that Pilot Fred A. Thompson covered the entire 1,000 miles of main and feeder lines in a maximum of three days from Hays, Kans. Thompson has flown 190 to 1,000 ft., depending on visibility.

**Look for Checks**—In dry weather, leaks are easy to spot, but in Thompson says he sometimes is deceived by pools of water after heavy rains and usually has to look to make certain. He checks all leaks.

The company reports the pipe method is far superior to the ground inspection because with the latter there was insufficient time to inspect the whole feeder network connecting with the main line. Thompson expects the entire network every three months.

## AVIATION CALENDAR

Jan. 26—Birthdays of Alexander Graham Bell, 1847-1932; Robert Fulton, 1765-1842; and Benjamin Franklin, 1706-1790.  
Feb. 1—Birthdays of Leonardo da Vinci, 1452-1519; and Thomas Edison, 1847-1931.  
Feb. 14—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 15—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 16—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 17—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 18—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 19—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 20—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 21—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 22—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 23—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 24—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 25—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 26—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 27—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 28—(U.S.) Treaty of Commerce was signed between the United States and Mexico.  
Feb. 29—(U.S.) Treaty of Commerce was signed between the United States and Mexico.

## SPECIAL AIR SERVICES

CHARTER      NON-SCHEDULED      INTRASTATE

## New Plan May Solve Return Load Problem

Caribbean Air Transport, Inc., Miami, plans to charter service at each end of run.

A new idea in passenger charter service which, it is hoped, will solve the return load problem and increase economic efficiency has been launched by Caribbean Air Transport, Inc., Miami.

Owned and operated by Roger D. Edwards, former president of Atlas Tank Co., the firm leases its aircraft and operating personnel to two charter services, one in Miami, another in New York.

**Chartered in Both Cities**—Chartering the service in Miami for runs to New York use the Porto Brothers,

## Rate War Seen

Possibility of an air cargo rate war is seen in the announcement of Paul S. Williams, co-president in Domestic Air Express, Inc., that the cargo consolidator firm will charge rates from 33 to 40 percent under those of the scheduled airlines and less than half its competitors.

The Los Angeles firm recently landed its first shipment aboard a National Steamship Freight Corp. container. It included electronic equipment, metal furniture and oil barrels.

who in turn sell space to individual passengers. In New York Trans-Northwest Airways charters the service of CAT for Miami-bound trips.

The Porto brothers, Joe M. and Ray W., are former Navy and Army officers respectively.

**Believed First of Kind**—Edwards, owner and operator of these service Douglas C-47's (two in its service and two are in conversion stage) believes his operation is the first of its kind in non-scheduled passenger service.

Emphasizing that he does not charter planes directly to his passengers, but is a company which will take all the space and in turn may charter to individuals, Edwards said his planes and personnel are available to anyone who will serve to charter an entire plane for passenger service anywhere.

## Kentucky Court Upholds 'Grandfather Clause' in Act

The "grandfather clause" in Kentucky's 1941 act licensing and regulating air transportation has been upheld by a Circuit Court. Commonwealth Air Transport, Inc., a Louisville company seeking routes



## REGIONAL ROUTE CASE ASSIGNMENTS COMPLETED:

CAB has assigned the last of the regional route cases. The Arizona-Southern Mexico area case (Region XI on the map) is set for preliminary conference Feb. 5. Of the others, West Coast, Rocky Mountain are before the Board for decision; New England awaits oral argument; Examiner's reports are due on North Central

States, Texas-Oklahoma, Southeastern States, Great Lakes and Mississippi Valley, and the Middle Atlantic case has been set for hearing. Numerous applications for new air service and extensions of existing routes and CAB is due to make its final decision in response to competing hearing and disposition.



similar to those which had been granted Hawaiian Airlines, went to court in protest of the latter company's franchise.

Phoenix had been issued Hawaiian Air Federal-Madisonville-Owensboro-Louisville and Bowling Green - Louisville - Lexington - Ashland services. These were delayed until the ruling of Judge W. H. Arbery of Philadelphia. The company already was in operation.

The state stipulated that certificates must be granted to companies operating when the act became effective June 13, 1946.

## Arizona Airways, Inc., To Buy Surplus C-47

Airways Airways, Inc., which already holds necessary certificates to establish scheduled air service between principal Arizona cities, plans immediate purchase of a surplus C-47 transport plane for conversion to passenger purposes according to H. O. (Rusty) Nelson, president.

The firm has on order three Lockheed Starlin two-engine 14-passenger planes to handle the scheduled services, but Nelson said it will be months before they will be delivered. Purchase of the C-47 plane will enable the line to begin service in March or April on originally planned.

**Proposed Schedule.**—In its initial operation, the firm will operate a fast daily line from Phoenix to the Mexican border at Nogales, thence to Tucson, Wilcox, Clifton and Globe, returning to Phoenix at 10 a.m. The next trip of the day will be to Prescott, with the plane back in Phoenix at 12:15 p.m. In the afternoon a round-trip will be made to the California border at Yuma. A reverse of the southern trip will be made by a new service in the morning, with return to Phoenix scheduled for 10:15 p.m.

**Firm's Officials.**—Members of the newly formed organization's board

of directors are Robert Goldwater, Phoenix; A. L. Moore, Phoenix; J. Van B. Williams, Phoenix; F. C. Lockhart, Prescott; Columbus Garcia, retired publisher, Flagstaff; J. J. Glavin, Kingman; J. David Merrill, Sedona; James R. Riecke, Globe; William B. Chamberlain, Tucson; William Boston, Navajo; James Hoffman, Selma; Morris J. Hovell, Yuma; Louis C. Inwood, Kansas City; and Bill Nelson.

**Application Upheld.**—In a recent order by the State Corporation Commission, Airways Airways was upheld in its application for certificates to operate between Phoenix and Yuma, with alternate and flag stops at Globe.

Opposing forces were the Sky Harbor Air Service and G & G Airline, Ltd., who filed protest that they already held a certificate covering the three cities. The commission approved Airways Airways' franchise, however, with the stipulation that "the certificate of the two contestants was granted for an unscheduled charter service which is in answer related to the operation of a steamed service scheduled service."

## Regulatory Problem Causing Concern

A tendency on the part of both CAA and some members of Congress to overlook the position of intrastate air carriers as the question of state vs. Federal regulation is causing concern among operators.

As a compromise with state representatives on private flying problems, CAA has given assurance that it will seek to have H.R. 3671, sponsored by Rep. Clarence F. Lee (D., Calif.), revised to give the state police powers over private flyers and make the 40% revenue tax on intrastate flights applicable only to interstate carriers (Aviation News, Dec. 17). This would mean economic control over intrastate operations would be thrown entirely into state hands, where aviation is being closely regulated by public utility commissions dominated by certain interests.

**Taxes.**—As an example of the lack of a favorable and uniform policy toward intrastate operations, on the part of state authorities, it is pointed out, are the existing arrangements for gasoline tax refunds and exemptions to air carriers. While approximately 38 states refund or exempt the entire

tax on fuel for non-highway use, some of these draw a distinction between intrastate and interstate airlines, returning the tax to the former, but putting the latter's tax into the state's general revenue fund. Usually, gas tax revenue goes into the highway fund.

In other cases, states exempt or refund the tax only on fuel consumed in intrastate operations. In still other instances, states exempt or refund the entire tax on gas used in interstate flying, but refund only a portion of the tax on fuel used by intrastate operators, putting the balance into the general fund or into state aviation promotional activities. There are various combinations of these procedures employed.

State operators believe enactment of Lee's bill as proposed would only make the present intrastate worse, and perhaps if not make responsible any standardization of disposition of the tax on fuel used for flying.

## Air Cargo Expansion Forecast in Canada

Extension of landplane charter and cargo flights in the Canadian Northwest, through use of well-built landing strips, is envisioned by C. H. "Paddy" Dickson, president of the Air Industries and Transport Association of Canada and general manager of Canadian Pacific Airlines.

In a recent discussion of Canadian flying trends at Toronto he pointed out that many recently-constructed military fields will be opened to civilian flying, enabling landplanes to be used for the type of scheduled operations which formerly were handled mostly by biplanes. **Heavy Flights Can Be Used.**—Transporters as large as Lockheed can be landed safely at many of the new fields, some of which have been built as far north as the Arctic Circle, he said.

## Arkansas Board Receives First Feeder Application

What is believed to be Arkansas' first intrastate passenger airline application was filed recently in Little Rock by South Central Air Transport Service, Fayetteville.

The firm asks the Public Service Commission to authorize six routes starting out from Little Rock. Cities to be served include: Fayetteville, Hot Springs, Texarkana and Magnolia.



## —milepost—in the air—

The turn of the year marks a milestone in mass movement of people and cargo by air. In passenger industry-wide use of new, smarter, more knowledge, multi-engine planes of tremendous capacity and range, it presents new opportunities. It finds Western Air Lines, on its 20th birthday, fully prepared—

### skymaster service

New, giant, 4-engine Douglas Skymasters are going into service since between California Coast cities. Another accommodation will be available between Denver and Los Angeles within a matter of weeks. This new "cut-off" will open up America's most spectacular airway.

### contract freight

Western Air is now offering contract air freight on a nation-wide basis. Shippers, under contract, can now move freight by air to all parts of the U. S. on non-schedule flights. Cargo planes are being added to the fleet. Contract rates are the lowest in air transport history.

### air freight

March 1, 1946, air freight service will be extended throughout Western's system. Began on a limited basis in San Francisco last September, air freight quickly established itself. New low rates will be available in 23 cities Western serves.

### \$15,000,000 expansion

A vast expansion program is under way that will add seats for 4000 more passengers, and calls for an investment of \$15,000,000 in planes, ground equipment and facilities. At Los Angeles Airport we will invest \$3,000,000 in terminal, maintenance, and training quarters. Other terminals are scheduled for improvement.

Thus, in 1946 and throughout the years ahead Western Air Lines will give unexcelled service that will broaden the utility of the airplane in America and international life.

*William A. Leather*  
PRESIDENT



## WESTERN AIR LINES—

AMERICA'S PIONEER AIRLINE

General traffic office, 310 West Fourth Street, Los Angeles 14

## Service Discontinued

Southern Airlines, the Louisiana airline division of Southern Railway System, Inc., has "temporarily discontinued" its intrastate service between New Orleans and Monroe, La., pending the suspension of its liability to secure government approval for the use of Selma Field at Monroe.

## PERSONNEL

### Northwest Airlines Makes Executive Appointments

Northwest Airlines announces several executive appointments in its expansion program.

**E. B. Weyant**, who has been vice-president and treasurer, was chosen for the new position of executive vice-president. **W. F. Fiske** (formerly general operations manager, formerly vice-president in charge of operations) and **A. E. Fink** (inventory and general counsel), have been elevated to the post of vice-president, inventory and general counsel. **Luann C. Gotsch**, who has been executive assistant to the president, was named vice-president and assistant to the president.

**Frank C. Baid**, who has been general manager of the western region, was named western regional vice-president. **R. L. Smith**, formerly general manager of the eastern region, becomes eastern regional vice-president. **K. B. Ferguson** has been vice-president in charge of engineering and planning, and **R. G. DeBenedictis**, becomes vice-president in charge of traffic.

**Kay Johnson** (photo) has been promoted to representative of Northwest Airlines for Canadian Airlines.



**John E. Kelly**, formerly with the Army Air Forces, has joined the sales staff of Link Aviation Development, Inc., Indianapolis. Mr. Kelly was a member of the AAF Advanced Flying School and was formerly assistant director of the Bryan attachment trainer instructions course.

**S. L. Col. Charles F. McElroy**, who recently assumed chief of instruction for the 35th Wing, assigned R-28 (aircraft) one of the 35th Bomber Command, and the 35th Air Force, has returned to McElroy-Pull Publishing Co.'s Los Angeles office. He formerly was Pacific Coast editor of Aviation magazine.

**Warren E. Smith** has been named public relations manager of the Fairchild Aircraft Division, Elmsford, N.Y., following his appointment from the Army.



He was with the North Air Force headquarters as an assistant public relations officer. Since then he has been in the Warzone as executive officer, Air Force Group. Prior to his enlistment he was associated with a New York City public relations concern.

**Col. Allen A. Baurle** has returned from military leave of absence with the ATC to serve as special assistant to the vice-president in charge of operations of Western Air Lines. Baurle was assistant chief of staff for operations with ATC in Cleveland. He has been with Western since 1929 and originally was a pilot for the airline.

**R. L. Winkle** has resigned as advertising manager and public relations director of American Aircraft Corp., to accept the position of sales promotion manager of a new Cincinnati firm, Cincinnati Air Activities, located in Ludlum Airport. **A. F. Davis, Jr.**, has resigned duties of American in Middletown, Ohio.

**Robert F. Mulvey**, formerly in the ATC, has been named assistant to the U. S. sales manager of Pan American Airways. Before the war Mulvey managed Pan Am's sales office in Seattle and San Francisco. **Robert Kessel** has been appointed assistant to the U. S. sales manager in Seattle to replace Kessel. Kessel formerly was assistant to the export traffic manager of the airline.

**John E. Baurle** (photo) has been appointed factory manager at Pratt & Whitney Aircraft Division of United Aircraft Corp., and Henry Lee has been named vice-president of assembly and test division and is both with the corporation for 30 years, married George E. D. Miller and William A. Williams respectively. Since he has been serving as chief engineer of Pratt & Whitney Aircraft Corp. of Missouri and has won quality engineer.



Since he has been serving as chief engineer of Pratt & Whitney Aircraft Corp. of Missouri and has won quality engineer.

### Air Force Association Headed by Col. Finch

Appointment of Col. William S. Finch, AAF reserve, as executive director of the Air Force Association was announced recently.

As revealed in Aviation News, Dec. 24, the Association hopes to draw on more than 1,000,000 veterans of World Wars I and II for its membership and "intends to sponsor a program to revive aviation legislation to find the world's most powerful airplane force would not revert to its old state of being simply a branch of the Army."



**George T. Cullen** (photo) has been named regional traffic manager for TACA Airways. Cullen began his airline career with Midway Airlines in Los Angeles which later merged to become TWA. He became western regional traffic manager for TWA and later went to American Airlines as a district traffic manager.



**Col. William E. "Dusty" Rhoades** (photo), general pilot for Gen. MacArthur, has returned to his civilian job as a pilot for United Air Lines. He was with the Navy Air Transport Service—Krippe as the senior instructor at Chicago and May as area manager at Cleveland.

### Air France Establishing Offices in New York

Air France, French commercial airline which plans to start daily flight in May between New York and Paris, is setting up offices in New York. **Henri Lemaire** (photo), general manager, recently flew to this country on an Air France jet.



Since he has been serving as chief engineer of Pratt & Whitney Aircraft Corp. of Missouri and has won quality engineer.



13,707 Babies prove  
**Velon**®  
BEAUTIFUL VELON® UPHOLSTERY FABRIC  
NEEDS NO BABYING

Seventeen hours a day, seven days a week for a year and a half the *Velon* Upholstery Company in New York City has played host to thousands of children. Yet the babies' marks, droops and bits of red velvet, pastel Velon fabrics look as new as the day the nursery was decorated. For jeans, dirt and other kinds of red velvet cling to Velon's napless threads.

Toddler's feet over the Velon upholstery—babies' heads over everything from soft milk to wet diapers—nothing even placed a kindly patted baby's head on a seat—but Velon always came up smiling. A quick wipe with a damp cloth returns it to original beauty. You won't find a stain, blemish or "grain" out of shape.

Goodbye high replacement and maintenance cost—no more worn, shoddy-looking sofas! Now you can upholster in clear glowing reds or delicate pastels. Now you can produce luxurious "living room" interiors to attract passengers—and know that Velon seating, walking, sitting, will stand up under the most rugged wear.

Consult with *Velon* engineers on your specific needs. Write *Velon*, Akron, Ohio, for full information. Plan on Velon, now.



**Firestone**

LOOK FOR THE PRICE OF FORTITUDE WHEN YOU BUY FIRESTONE

## PRODUCTION

### Conversion of DPC Dallas Plant To Subcontract Work Is Unique

Texas Engineering & Manufacturing Co., now producing Swifts and Fairchild 24's, is equipped to handle output of diverse consumer goods in non-aviation field.

Unique among the post-war conversion programs of major aircraft plants is that of the Defense Plant Corp. facility at Dallas, operated during the war by North American Aviation.

Approximately 400,000 sq. ft. of this plant has been leased from DPC by the newly organized Texas Engineering & Manufacturing Co., Ltd. The new company is now underway with aircraft production and holds contracts totaling more than \$6,000,000. With its present backlog it has an employment forecast of about 1,500 by next August. Present employment is around 240.

**Jointed Partnership**—Texas Engineering & Manufacturing Co. is a limited partnership organized by Robert McCulloch, former Texas division manager for North American, and H. L. Howard, former division controller for North American. They are general partners in the company, with a number of limited partnerships held by other executives of the new firm, and by Dallas and out-of-state capital. North American Aviation has

no connection with this new company.

McCulloch and his company will not engage in any type of aircraft production which can not be handled with its plant facilities as presently equipped, but will not contract itself to aircraft manufacture. He indicated the firm is particularly interested in contracting to produce for consumer goods manufacturers interested in obtaining quick expansion of their manufacturing capacity in order to serve expanded markets.

**Consumer Goods Are Also**—The company is qualified to produce such items as refrigerators, kitchen ranges, metal furniture and similar products.

The firm's present contracts are with Fairchild and Globe Aircraft. The company holds contracts to produce a number of component units for Fairchild's C-82 Packet, cargo plane; and to produce 200 complete Fairchild F-24's, four-place personal planes. It holds contracts with Globe to produce 1,800 complete Swifts. Both Fair-

child and Globe have agreed to extend the quantities which the company is to produce under present contracts. In addition, McCulloch and his firm is already engaged in conversion of ten G-4's and two two-engine Cessnas for service and executive transport operations. Negotiations are underway for additional conversion contracts with the new firm.

**Fairchild Machine Moved**—Fairchild has leased office space from the company and has moved its personal plane division's headquarters to Dallas in order to handle all sales and distribution of the F-24's from the point of production.

McCulloch has had 33 years' experience in the aircraft industry. He was general superintendent of North American Aviation at Dallas, Md., at the time the company was reorganized in its present corporate structure in 1934. He later served as factory manager of North American's Inglewood, Calif. plant, leaving the company in 1941 to become division manager of the Consolidated Vultee plant at Nashville. He returned to North American in 1943 as director of quality control and then as assistant general manufacturing manager. He became manager of the Texas division in January, 1945.

**Lease Being Negotiated**—Howard also has had extensive experience in the financial end of the aircraft industry. Prior to joining North American Aviation he had been a financial executive of both Goodyear and U. S. Tire & Rubber Company.

The company's lease on plant facilities was negotiated when the Dallas factory earned a steady designation. The DPC has recently advertised the facilities as surplus property, now available for purchase or long-term lease. Now that the designation has been changed the company is negotiating a long-term lease on the area it is now occupying in the A wing of the factory. The larger areas B and C are still available for other manufacturing operations.

#### Propeller Plant Sold

The propeller plant at Longview, Texas, operated during the war by the Nash-Kelvinator Corp. has been sold by the War Assets Corp. to the John Deere Manufacturing Co. for \$200,510. The firm will use the government \$241,100. The new owner will manufacture lawn implements and machinery in the plant.



#### PAYLOAD GOING UP:

United Aircraft's Sikorsky Division staged (see story) part of the record-breaking show on recently with Army Sikorsky H-34 helicopters at Bridgeport, Conn. (AVIATION NEWS, Jan. 21). Sixteen were straddled behind trailers in the landing gear and the pilot and another passenger occupied the cockpit in a display of the craft's lifting power.

**BARGAINS AREN'T ALWAYS...**

**GOOD BUSINESS!**

**AIR ASSOCIATES**  
INCORPORATED

Six months ago, a gent showed up at Whooten's Airport with a small suitcase full of instruments, all reconditioned—practically a gift for a hundred and fifty bucks. Hank took 'em... Later, he picked up for a song some solenoids, switches and magnetrons from an outfit that had overhauled Navy trainer planes... A friend made an inside deal for some small motors... And there were a few other sharp buys. Lately Hank woke up to the fact that he had a storehouse full of stuff he can't hang on his ear of repair and service jobs... and the \$2500 tied up in bargains is needed in the business these days!..

Every experienced aircraft service operator knows that you make money selling stuff... and not storing it. Keep your cash balance up, buy only what you need and what you get paid for soon. And let Air Associates be your sole supply source. If we haven't got what you want in any of our six warehouses around the country, we know where and how to get it fast... Every item is new, up to specifications—nothing second hand or makeshift... Service is standard, with no favorites played... Save time, headaches and money by doing business with Air Associates, at any of six convenient locations.

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#### GERMAN PLYWOOD PLANE DESIGNS

A young anti-Nazi German aeronautical engineer is credited with the two lightplane designs reproduced here. They may have been the only personal plane designs developed in Germany in the war years. He had planned to make his escape to Switzerland in one of the planes but it was destroyed by Allied bombs as it neared completion, he reported. The planes were to

be built of plastic plywood panels joined together by a tongue-and-groove method. The Goeme I, a low-wing two-place model, he estimated, could be built for \$1,600 and the Goeme II, a new-place high-wing model with a 20 hp engine, for \$400. An American engineer, however, estimates materials alone for the Goeme II would exceed \$100.

#### Need of Jet Studies Told to Engineers

Speakers at SAE aircraft powerplant meeting were again reminded of the complex simplicity of turbine engines.

Speakers at the Aircraft Powerplant section of the annual meeting of the Society of Automotive Engineers asserted that the jet engine's simplicity is somewhat deceptive and that considerable research lies ahead, but that it promises advantages with progress.

William R. Hawthorne of the British Ministry of Aircraft Production, said that the aircraft engine designer of the future will be overpowered less with problems of mechanical design and more with problems of fluid motion than his predecessor. He explained that each component of the jet engine may be built through separate processes of aerodynamic development on suitable test rigs, permitting the designer to plan various arrangements and to assess their merits.

He said that jet engine design permits of analytical calculation to an extent hitherto impracticable and enables the engineer to predict performance with greater confidence than ever has been possible with reciprocating engines.

Great need exists for research, he added, especially in the field of metallurgy for the purpose of developing materials highly resistant to creep, fatigue, oxidation, corrosion and extreme stresses and temperatures in aeroplanes whose knowledge of compressible flow is lacking, in the control of gases moving at high speeds and in the aerodynamics of combustion.

Concluded Hawthorne—Frank C. Block, of Bendix Products Division,

Bendix Aviation Corp., expressed the opinion that jet engine design should start with the combustion chamber in order to avoid troubles already being experienced in the form of hard starting, excessive temperatures, blow-out and slush.

"Most of us," he said, "having had casual trouble with combustion air our time and all the way from horizons to how turbines consider combustion experts, and we tend to think this jet burner act is easy. That subject has not received sufficient attention thus far. Our engines are not stretch engines and our jet aircraft are not military service aircraft, unless combustion is positive and dependable under operating conditions. Therefore, the combustion chamber should be one of the first elements to be experimentally proven before a given engine arrangement is adopted."

#### Chinese Engineers Finish Course at Lycoming Plant

A group of 25 Chinese engineers have completed a special course of study at the Lycoming engine plant, Williamsport, Penna., and at the Williamsport Technical Institute. The work has been designed to fit them to return to China and rebuild aircraft engine factories and train additional personnel. Part of a number of Chinese technicians sent to this country, they are the first to complete their assignment.

Will Build Engines—In a "specialized" project, the engineers at the Lycoming plant must build 70 complete engines to take with them to China. The machinery and tools used in their production will go with them.

The training program, sponsored jointly by the U. S. and Chinese

governments, has as its purpose the setting up in China of a great many new industries of which aircraft is only one.

#### Kollman Plant Sold By RUC for \$417,000

The Flushing, L. I. plant operated in wartime by the Kollman Instrument Co. has been sold to the Universal Slide Fastener Co. for \$417,000, the Reconstruction Finance Corp. has announced. The plant cost \$529,184 to build.

Terms of the sale, as disclosed by RUC are: one-third cash; the balance secured by a mortgage bearing a preferred interest of 4 percent payable quarterly, with the principal payable in equal quarterly payments over a period of 18 years. This is one of the very few instances in which RUC has revealed the purchase terms. The plant consists of a five-story, four-acre concrete building with a floor area of 180,000 square feet.

#### Irving Air Chute Co. Gets Order From Turkey

The Irving Air Chute Co., Buffalo has received from the Turkish government its first foreign order for parachutes since the end of the war.

The parachutes will be made of nylon in the company's Buffalo plant which new is engaged principally an experimental work on parachutes for use in airplanes which travel at high speeds.

Will Take 40 Days—The Turkish order is expected to be completed in about 40 days. The company, which has received inquiries from several other foreign governments to get back to pre-war output levels in five or six months.



#### AIRTRON

#### One of the War's unusual achievements in new materials

Vitaly important to the Superfortress flying over Tokyo was the need for keeping windows from fogging. Working with aircraft manufacturers and Air Force engineers, Arrowhead research men developed the defroster and cabin heater ducts used in the B-29, the P-51 and other airplanes. Where AIRTRON has been used no lives or equipment have been lost as a result of air ducting failures.

AIRTRON, fabricated of glass cloth and rubber, is flexible, withstands extreme heat and cold, resists high insulating qualities and other favorable characteristics. It will replace such metal ducts, ordinary pipe and have in thousands of applications it will be used in automobiles,

trucks, pumps, etc., in food handling and chemical industries where corrosion is a factor. The heat-insulating and air conditioning of your future planes, trains, automobiles, buses and boats will use a great deal of AIRTRON—the new versatile material.

Arrowhead research men are now working with a number of manufacturers who are desirous of equipping AIRTRON in their products and processes.

Tell us what you make and Arrowhead engineers will gladly make available information concerning the characteristics suitable to your needs. Write us today.

\*Enclosed Request

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*In addition to AIRTRON, Arrowhead the Arrowhead Rubber Company manufactures a wide selection of molded, extruded and hand built items. They will take along business with Arrowhead's, for more service of the Arrowhead Co. for efficient production. Credits with us in your rubber problem.*

## Airlines Facing New Challenge As Railroads Buy Pullman Co.

Transcontinental service, pool of cars to meet seasonal needs, likely to be set up and cost-cutting campaign may be instituted by union carriers.

The airlines soon will be confronted with potent competition from a revitalized and reorganized sleeping car service.

Recently, the sale of the sleeping car business of the Pullman Co., to a combine of American railroads for \$73,000,000 was approved by a special Federal Expenditure Court. Only a possible appeal by the Supreme Court stands in the way of consummating this transaction. In the meantime, the railroads are moving along rapidly in their plans to operate this service in an aggressive manner.

**Purpose Is Two-Fold**—This offensive action is motivated by a two-fold desire: First, to counter the demands being made by air travel and, second, to offset the plans of a "rebel" railroad group. In either event, the public will be confronted with every conceivable attraction to ride the rails.

A group of 44 railroads, including lower passenger revenue such as the New York Central, Pennsylvania, Baltimore & Ohio, Union Pacific, Santa Fe, Southern Pacific and others, met the award to purchase the sleeping car service from Pullman. By opposing this combine were the Chesapeake & Ohio and affiliated lines led by Robert H. Young, New York Yankees. It is this industry group which also is contending for the sleeping car service before the special Federal Court and which has intimated may carry its fight to the Supreme Court.

**Opposition's Plans**—Adding fuel to the fire was the announcement that the Chesapeake & Ohio is now considering the purchase of 1,000 new sleeping cars. Among other things, the Young group proposes to give the public through transcontinental service in Pullman over a 100-day season now available. It is important to note that the C & O has not yet placed any orders for new cars but no one doubts its ability to

finance this proposed operation.

In presenting the railroads' case before the court, a spokesman for the Pennsylvania Railroad declared that his group's effort would result in lower charges for sleeping car travel. Further serious consideration was being given to a transcontinental sleeping car service and a pool of cars to satisfy seasonal needs. Moreover, the railroads were not particularly concerned with the evident competition between coach and Pullman service as it was "their desire to satisfy every type of customer." In making its last appeal, the Court decided: "The railroads are the natural and obvious people to do the sleeping car business."

**Conditions Set**—Pullman, Inc., included in its last appeal a stipulation of the Anti-Trust Act. In approving the sale, the Court stipulated a number of conditions among which included the provision that new cars be purchased only after competitive bidding and any new sleeping cars not would be made available to railroads desiring such equipment. The very nature of the sale of the sleeping car business to the railroads concern will make for an intensive service available at lower rates than heretofore thought possible.

The railroads have collectively and individually, conducted successful service in determining the whims and desires of passengers. Moreover, the art of railroad car building has also benefited from the new techniques learned under the stress of war manufacturing. This new service will be available everywhere and lower production costs. For instance, out of the millions of surveys conducted and subsequent research developed as a re-

sult, the Pullman Central is building an all-electric dining car, perfected after the galley on submarines. **Resources Are Heavy**—Now that the sleeping car service is to be incorporated as part of the regular railroad operation, it is pertinent to realize that the combined financial resources of the steam carriers will be available to promote the passenger facility, a condition which did not exist until now. There can be no doubt of the railroads' financial ability to stage a prolonged and far-reaching passenger car service program.

A comparison of the financial conditions of the railroads prior to the war and their position at present is very revealing. Between Dec. 31, 1941 and August 31, 1945, the Class I railroads showed an improvement of over \$11 billion. Corporation (4) presented in their working capital position—a decrease of slightly over 900 percent in demand for liquidation. Substantial savings of a personal nature have been made elsewhere as well.

During the 18 months ended December, 1945, almost \$2 billion worth of railroad securities have been raised by the issuance of other obligations bearing lower interest rates. In this process there was an immediate debt reduction of \$20 percent and the creation of a new bond. The importance of this operation, however, lies in the permanent reduction of interest charges, amounting to more than 25 percent. This should assist in where interest is a major portion of these figures are taken from reports prepared by the Interstate Commerce Commission. The entire air transport industry's net earnings in 1945 are now far ahead of what was almost permanently shored from railroad operating expenses.

**May Cut Rates**—All this simply means that the railroads, can afford to spend substantial funds to attract passenger business. It means, too, that the steam carriers may develop a cut-rate policy regardless of it is economical to do so. With present air fares lower than railroad Pullman ticket charges, it is probable that action is equalized that differential may be eliminated by the railroads.

The steam carriers are no longer forced to conduct their operations at a loss. They will return to profits. They can now afford to conduct competitive forms of transportation as to protect as much of the market as they can.

## PRIVATE FLYING

### Experimental Lightplane Under Test By Bendix; Price Of \$2,500 Is Goal

Excellent performance ascribed to three-place, all-metal low-wing craft now being flown at Windsor, Ont.; top speed ascertained to be 130 mph. with 100-hp motor

By ALEXANDER MCHURLEY

Excellent takeoff performance, slow landing speed and superior visibility are characteristics of a new experimental personal-type airplane which Bendix Aviation Corp. hopes eventually to be able to market for \$2,500.

The low-wing all-metal three-place with retractable tricycle landing gear provides side-by-side accommodation for two, with a third seat in space behind those which also may be used for extra baggage. It has conventional ailerons, does not utilize any wing trailing edge flap. The cabin has a large percentage of glass area, with not a single structural member obscuring forward vision.

**Has Wide Speed Range**—In first test flights at Windsor, Canada, across from Detroit, the experimental plane showed an unusually wide speed range for a lightplane. Top speed reportedly is in the vicinity of 130 mph while angle and rate of turn compare favorably with some of the best known plane "quads" currently used by the Army during the war.

The plane is equipped with a full speed dive and dropping ailerons arrangement which together are largely responsible for its unusually quick takeoff and slow landing speeds. The trailing edge of the wing can be set at various angles for high-speed, medium, slow, which further improves the performance.

**Construction Outlined**—Structurally, the fuselage is an approach to pure monocoque design with the use of structural supporting members. The wing is a simple diagonal rib structure, and tapered. The aileron section is a Bendix modification of a laminar-flow wing section, probably the first personal design with such a wing. The tail is shaped very much like the empennage of the North American P-51 Mustang, with horizontal surfaces

mounted well forward of vertical tail surfaces.

The dip is being flown at present with a fabric-covered flap, but glass call for metal covers for all movable surfaces. The tanks are placed in the wings, close to the fuselage at each side. The instrument panel has a full complement of conventional instruments anchored in two-way radio.

**Flight Tests Pushed**—Although the plane first began flying in December, Bendix officials are pushing flight tests, hoping to have it ready for CAA type certification tests by Feb. 15, and anticipating they may get type certification by March 15. A second plane, generally similar in design, with a few minor modifications and improvements, is under construction.

Meanwhile the company is working on production plans for the plane, which call for all possible shortcuts, and simplifications, not affecting the basic design's efficiency or structural strength. Officials are well aware that it will take expert production designing to reduce the plane's production cost to a point where it might be marketed at near the \$2,500 target price.

**Plans Advancing**—Bendix Aviation Corp., has not previously appeared as a competitor for the personal plane market, yet it has the advantage of having a record-making authority on private flying on its staff.

It is William A. Mara, executive in charge of personal aviation developments, a veteran personal plane sales director, a member of the CAA, non-scheduled flying Administrator and a former member of the Trans-Atlantic Council. It is known, too, that Bendix President Ernest Branch has been interested in the possibilities of the personal plane market.



#### FOUR VETERANS JOIN JOHNSON;

Four veterans of the AAF who have taken jobs with Lockheed Aircraft Sales Corp., Ft. Worth, national distributor for the Johnson Rocket 1150 personal plane, have a total of 146 combat missions among them. Left to right: Ray Johnson, executive secretary, former B-27 flight officer; Bill Beford, director of sales, former B-24 bombardier; Sam Drake, technical manager, former B-17 bombardier, and promoter-officer in Germany for 17 months, and Frank O'Regan, acting representative, and former B-24 pilot.

let since his previous days with General Motors Corp. Bovech has turned off inquiries about his plans, until recently, with the reply:

• **If somebody in the industry doesn't get bent and build the right kind of personal plane at a cost to attract a mass market, we may have to do it.**

• **Formidable Competition:** While the corporation has not publicly committed itself to production of its new model, there seems little doubt now, that Beech and Moles and their company are in the personal airplane manufacturing business. It all goes well with their new model, Beech will be a formidable competitor for a good-sized slice of all available plane sales.

## Headquarters of CAP To Be in Washington

Headquarters of the Civil Air Patrol is scheduled to move to Washington, D. C. from Fort Worth, about Feb. 1. It was announced last week, in decision over the continuance of the organization continued to summer.

One western state CAP wing leader told Aviation News that wing commanders "who say their members want to continue, haven't checked with the local units lately. They just think they still have an organization that is of the same status in our state who were in CAP dropped out almost immediately after VJ-Day."

• **Controversial:** On the other side,

CAP headquarters reports that the central membership office at Columbus, Ohio, is receiving 50 to 100 new applications for membership daily, 75 percent of which are returned without sending a final decision. The CAP headquarters has suggested that new new members postpone to be deferred.

Members of the wing command-ers' committee which is to meet in Washington in mid-February to crystallize planning for a post-war CAP are asking the membership suggestions on two points—methods of financing and a program for senior members. While the present program for cadets is deemed fundamentally satisfactory, a rapid "taking off" of interest by senior CAP members is evident so that is behind the call for a new senior

• **Army Plans Withdrawal:** Withdrawal of army aircraft from CAP, as announced last week, meant the withdrawal of 144 PT-17 primary trainers which authorized units were loaned, as were the funds for flying them.

The planes were "spread thin" among the more than 100,000 members in 1,500 units which CAP claims, and a CAP headquarters official comments that "the loss is not irreparable."

• **Main Financing Problem:** The principal financing problem is one of maintaining a national headquarters and state wing headquarters in our state who were in CAP dropped out almost immediately after VJ-Day.

• **Controversial:** On the other side,

## WEST COAST REPORT

### Novel Helicopter Readied For Tests

Rotaxon Corp. builds one-place craft with engine mounted on shaft between two sets of rotors.

By SCHOLER BANGS

If it flies, and flies well, an experimental helicopter developed by Rotaxon, Inc., Los Angeles, may become the 1944 panacea for public helicopter enthusiasts.

So the Rotaxon has produced a helicopter with smart, clean lines, based on three years of engineering in a pioneering venture in rotor arrangement and propulsion.

• **Control:** Cause Delay—The joy-stick should come late in February or early in March, when rotor controls now being manufactured are installed and the trim table preliminary is given flight test.

William H. Thomas, designer of the ship and president of the company, says that if the aircraft meets expectations the company will begin manufacture of a two-passenger 190-hp commercial model.

• **Design:** In Unique—What makes the Rotaxon a departure from conventional counter-rotating "toprotors" is its use of an engine between the rotors, and the relation of the rotors at differing, and variable, speeds.

Unique too, is the equipment of a foot pedal operated rudder for directional control in hovering and to effect any torque reaction which may be experienced from friction in rotor assembly. The rudder system is optional to a manual-brake position and functions

through the downwash of air from the rotors.

• **Assembly Detailed:**—In the experimental prototype is a 25-hp 3-cylinder Natick engine is mounted with the engine case attached to the lower rotor hub, the engine shaft being attached through a 2:1 planetary gear to the upper rotor. The entire assembly is free to rotate on bearings. The carburetor is directly beneath the bearing housing, and stationary. Fuel is drawn up through the revolving shaft. In operation the lower rotor rotates at a speed relatively slower than that of the upper, their speeds varying with rotor pitch and load.

Cyclic control of the rotor blades is quite conventional and cranked through the operation of a main control stick governing directional flight and stability. Conventional pitch change of both rotors is varied simultaneously with a second control, which also is interconnected with the throttle. A third control, which may be located in any position, allows the correlated pitch of the upper and lower rotor assemblies to be varied as desired.

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To Be Tested Soon: This experimental one-place helicopter developed by the Rotaxon Corp., Los Angeles, is to be flight tested as soon as rotor controls are delivered.

length, including landing gear, 30 ft. 2 in. height, 6 ft. 10 in. width, 22 in.

In reviewing objectives of the Rotaxon design, Thomas claims several advantages in having positioned the engine between the rotors. Available space within the body is improved, the engine is completely air cooled without waste of power, the engine power output is transmitted directly to the rotors; considerable saving in construction costs is realized.

He believes, too, that the location of the engine will place the center of gravity slightly in relation to the plane of rotation, and improve the helicopter's stability.

• **Tests Satisfactory:**—Test runs of engine and rotors have indicated that the "toprotor" will have a maximum vibration. However, all runs to date have been made with blades locked in neutral position in the absence of the still uncompleted control assembly.

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the Army Engineer Corps after serving three years in construction airports in the Pacific area. He will give technical advice and assistance in construction in airport layout and construction.

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## Performance Data On Globe Swift

Performance data on the two models of the two-place Globe Swift, all-metal, wing-mounted engine plane with retractable landing gear, have been announced by Globe Aircraft Corp., Ft. Worth, following type certification of the plane by CAA.

Registered as one of the most promising candidates in the per-

sonal plane competition, the Swift is offered powered with a four-cylinder 105 hp Continental or with a six-cylinder 135 hp Continental. It will be manufactured by the parent company, sold by a subcontractor, Texas Engineering & Manufacturing Co. Dallas.

Performance at:		85 hp	135 hp
Max speed (low level)	235 mph	235 mph	235 mph
Cruising speed (low level)	180 mph	180 mph	180 mph
Max speed (high level)	270 mph	270 mph	270 mph
Cruising speed (high level)	200 mph	200 mph	200 mph
Rate of climb (ft. per sec.)	400 fpm	400 fpm	400 fpm
Rate of climb (ft. per min.)	6,667 fpm	6,667 fpm	6,667 fpm
Service ceiling	14,000 ft.	14,000 ft.	14,000 ft.
Range (20 gals. fuel)	700 mi.	700 mi.	700 mi.
Takeoff distance	600 ft.	600 ft.	600 ft.
Landing distance	300 ft.	300 ft.	300 ft.
Landing approach speed	60 mph	60 mph	60 mph



Inventor and President: William H. Thomas, president of Rotaxon Corp. and designer of its one-place helicopter, stands beside the engine-remedy which powers the Swift's two sets of blades.

## New Type of Insurance Offered at Lowered Rate

A new form of insurance coverage, and reduction in rates of as much as 34 percent for aircraft dealers, aircraft service operators and private flies, has been announced by the United States Aviation Underwriters.

A single policy at a fixed rate now will give operators coverage on passengers, public liability and property damage. Formerly, the coverage had to be purchased separately, requiring various forms of record-keeping.

## New England Group Urges Airports As Memorials

Movement to establish a regional system of small airports in New England towns and cities as war memorials which retaining veterans will appreciate, is being favored by the New England Aviation Trades Association.

Praising out that thousands of retaining servicemen will want to learn to fly, and that "you can't fly without airports," Warren Fyfe-Ington, president of the New England organization, stressed cities and towns in his area to "think twice before spending thousands of dollars building some civic statue or white elephant structure which will have no utility or only questionable value," instead of more essential of letting community wealth.

## Carstairs Development Meeting Opposition

Plans of Betty Carstairs, wealthy British-American, to develop a combined \$1,118,000 combination airport, airplane base and yacht club on Lanesville Island in Bluewater Bay, Maine, this, are being opposed by local residents. The state's Port Authority might be created in the county.

Application for the right to construct the airport has been opposed by port authorities, but an immediate action has been taken. Under the 1943 legislative act creating the State Port Authority, that body may exercise control over all airports in the county including Maine Beach and islands that border it.

**Residents Object** — The delay is attributed partly to objections from residents of Star, Pahr and Hilsenau Islands, exclusive residential areas near the proposed field. They

claim that noise and low flying planes taking off and landing would cause a public nuisance and danger. Most residents apply to this was that the would abandon the project if it became a nuisance.

Port Director Marcel Gossard said officials would not take any action officially until opponents of the undertaking actually begin working. Carstairs' interests have reported that work already has begun at the site (Aviation News, Jan. 10).

## Wiggins Will Open Showroom in Boston

Wiggins Airways is opening an aviation showroom and maintenance center in Boston's downtown section which President Joe Gossard hopes to make a headquarters for pilots and persons interested in becoming pilots.

Wiggins represents Piper, Republic and Cessna aircraft, 500 floats, and other lines, and will exhibit planes and equipment made by these manufacturers in the side-wall level showroom floor through a semi-circular aerial display. A look tower, and display of aircraft instruments, accessories and pilot's clothing also will be installed.

**WMA Has Ground School** — The new center will have a classroom where aviation lectures will be given by commercial pilots and flight instructors several nights each week. The look tower will be available for instrument flight training.

Gossard believes his new venture is the first airplane showroom to be established in the shopping center of any New England city. He has leased the location with expectation of a permanent setup there. He expects it to stimulate aviation interest in thousands of Bostonians by giving them a chance to see new personal planes in a convenient location.

Besides the downtown Boston location, Wiggins Airways also is planning to open a new base at Haverhill, N. H. Other Wiggins operations are at New Bedford, Westfield, and Stoughton, Mass.

## Practice Landings Cause Two Crashes

Simulated forced landings caused two of seven lightplane accidents investigated recently by the Civil Aeronautics Board. Stalls at low altitude, fuel exhaustion and loss of

engine control were blamed for the other mishaps.

Results of the accidents and Board findings follow:

**PEOPLE, TEX.** Commercial Pilot Henry Alexander, Texaco, 41, 100 hours flying time with instructor ratings, and L. M. Pater, were seriously injured when a Texaco 14-40 single wing plane spiraled during landing. The plane, which was carrying the two men, took off with Pater alone. Though Pater's engine and starting equipment worked before the crash, during one of them, the plane struck water which ran from a road to the ground. Pater, who did not have his safety belt fastened, was injured seriously.

**CAR FINDING** — Probable cause of this accident was collision with water during a simulated forced landing, caused by an unnecessarily low altitude.

**COLLIERVILLE, MISS.** Private Pilot Bernard J. Macdonald, 36, 123 hours flying, and his passenger Robert J. Scott, both of Orlington, were killed when, while practicing a simulated forced landing in a Rhinoceros 14A, June 26, 1946, Macdonald and Scott fell from Rhinoceros 14A. After 200 ft. of descent, the plane stalled and crashed into a swampy area. The plane was a 14-40 single wing plane. The pilot made a 180-degree approach to a landing field and apparently lost a slipping left turn to hit the ground. Before he could straighten out, the left wing struck the ground causing the plane to bounce to a height of 15 ft. The plane then hit a forward section and the left wing struck a fence and the plane burst into flames. The plane was 115 ft. and burst into flames.

**CAR FINDING** — Probable cause of this accident was failure to recover from a steep turn in the area to avoid striking the ground.

**CLAYTON, N. ME.** Private Pilot Dean Ray Clark, 33, 100 hours flying, and his passenger Albert L. Parker, both of Clayton, were killed following a stall from a climbing turn at low altitude in a Widgeon 14A, July 18, 1946. They took off from New Bedford Airport for a last flight following minor repairs and a 30-minute engine check. About a half mile from the airport the plane was seen to enter a shallow dive from about 100 ft., followed by a steep climb. At 200 ft. a left turn was started and the plane was stalled. It fell on to the left and dove to the ground. The left wing struck the ground causing the plane to bounce to a height of 15 ft. The plane then hit a forward section and the left wing struck a fence and the plane burst into flames. The plane was 115 ft. and burst into flames.

**CAR FINDING** — Probable cause of accident was an insufficient stall at low altitude from which recovery was not effected.

**WILMINGTON, DEL.** Private Pilot Thomas Fred Dineen, 36, 100 hours flying, and his passenger Arthur Jones, 28, 120 hours flying, were killed following a stall in low altitude in a Cessna 140A, July 18, 1946. They took off from Dover Airport, June 20, 1946. After 100 ft. of climb, the plane stalled and fell to the ground. The plane struck the ground causing the plane to bounce to a height of 15 ft. The plane then hit a forward section and the left wing struck a fence and the plane burst into flames. The plane was 115 ft. and burst into flames.

**CAR FINDING** — Probable cause of this accident was a stall at an altitude

**Look for this Sign for GOOD, SAFE PLANES**

This sign represents a reputation in aviation. It identifies a dependable dealer backed by a name that has meant leadership in the light plane field for over fifteen years.

Today, more than ever, you can depend on your Piper Cub Dealer for good, safe planes you can afford to buy and fly . . . planes with a time-honored reputation for quality and dependability.

When you want the most for your money in an airplane, in flying instruction and in service . . . look for the sign that says "Authorized Piper Cub Dealer."

**WANT TO BUY? ASK FOR YOU** — Covers back steps in flying with 12 photos and descriptions. Many other facts and full color pictures of Piper Cub. Ask your Piper Cub Dealer for your copy or write Dept. ASA, enclosing five stamps or one postage stamp.

**IF YOU WANT READY TO FLY** — From dealer, "What Your Terms Mean for the Cub" (All Age) will help you make plans on accurate basis on new! For your copy, write Dept. ASA.

**REAR OPPORTUNITY FOR BEGINNERS** — Do you want to get into aviation with your own money? Write full information regarding yourself to Dept. ASA.

**PIPER AIRCRAFT CORPORATION ★ LOCK HAVEN, PENNSYLVANIA**  
In Canada—Cub Aircraft Ltd., Hamilton





## Question of Cabotage Delaying Agreement on Use of Leased Bases

Opening of Caribbean island fields, settled in principle at Bermuda conference, still hinges on inter-island service by U. S. carriers; British offer to exchange rights seen possible.

BERMUDA (Special)—The question of whether American aircraft under 90-year lease of air bases in British Caribbean possessions confers upon U. S. airlines the right to carry traffic between these points within the British Empire as one of the last details holding up final Anglo-American agreement on the opening of these islands to military fields to U. S. commercial airlines.

The Bermuda Civil Aviation Conference reached a quick decision in principle almost two weeks ago that the seven Caribbean bases held under lease since 1941 would be open to commercial U. S. lines as primary airports or weather alternates. Within a few days after, it was decided that Kinship Field, Bermuda; Cochrane Field, Antigua; Beane Field, St. Lucia; and Atkinson Field, in British Guiana, would be made primary commercial stops.

**Alternates Designated**—Carlsen and Waller fields in Trinidad will be weather alternates to Piarco Field, and Verman Field in Guyana will have the same relationship to Palisades Field. Piarco and Palisades are established civil airfields which the Conference felt are better equipped and located to serve civilian needs.

The extent to which U. S. lines will be able to use these fields commercially depends in large measure on the conclusions reached on general negotiations over rates and traffic regulation, but the Conference Committee on Bases has taken up in detail the question of U. S. service between the islands.

**Matter Is Debatable**—The matter is a debate one because it involves the right of cabotage, by which all nations reserve to their own carriers the service between points within their territory or colonial possessions. The U. S. has been a zealous upholder of the principle, which is a position somewhat incompatible with a demand that U. S. lines be allowed to carry local traffic between Guiana, Bermuda, the Windward Islands and Jamaica.

At the same time, while the British have lines of their own which interests they would wish to in-

### Loan Provisions Dac

Although legislation authorizing the proposed \$2,700,000,000 loan to Great Britain has not yet been placed before Congress, several members have announced their intention to attach stipulations to it designed to promote U. S. commercial air transport. Present plan is to prevent the loan authorities as a bill, subject to passage by a majority vote of both houses. There are two stipulations on which Congress will be asked to condition the loan.

**Sen. Warren Magnuson** (D., Wash.), said last week he will request full commercial air rights for U. S. carriers at all bases built during the war with U. S. funds.

**Rep. William C. Cramer**, chairman of the House Committee on Post-war Economic Policy, and other members of the committee plan to request that U. S. international air carriers be given the right to engage in feeder traffic operations within the British empire.

ward, they might see some advantage in a relaxation of the cabotage rule. It has been pointed out that it might serve as a precedent for a future British request that their lines be allowed to pick up transatlantic traffic at both Chicago and New York on the same flight.

**Other Bases Involved**—Rights of other countries to use these bases will be determined by their adherence to the various change agreements or their bilateral agreements with the U. S. and Great Britain.

Also involved in the bases discussion have been Argentina and Narrows Field in Newfoundland, which with Gander have been used by U. S. military forces there. While the Anglo-American conference has also agreed on the civil use of these fields as far as their own interests are concerned, actual disposition depends on direct negotiations between America, Newfoundland and Canada.



Clarence M. Young

## Young Is Nominated For Post on CAB

Former Federal air official would serve until next Dec. 31, filling vacancy left by Warner.

Nomination of Clarence M. Young of San Francisco, former Assistant Secretary of Commerce for Aeronautics as member of the Civil Aeronautics Board for the term expiring next Dec. 31 was sent to the Senate last week by President Truman. Confirmation would fill the vacancy created by the resignation last fall of Dr. Edward P. Warner.

Young has been mentioned for some time as a likely choice for the post (Aeronautics News, Dec. 24). Director of Aeronautics in the Commerce Department for four years after 1936, he then became Assistant Secretary for Aeronautics from 1939 to 1943. He had charge of the Bureau of Air Commerce. From 1944 until he resigned a year ago he was with Pan American Airways.

**Active Forces Delay**—A Senate filibuster delayed action on the nomination which presumably would be referred to the Senate Commerce Committee Senate Labor, chairman, was said to have told friends he did not believe the committee should act hastily in the matter.

The appointed member speculation on withdrawal from the Board of Chairman L. Welch Post, who originally planned to resign at the end of next month but was persuaded to stay a longer by President Truman. Post's name appeared in the press as a possibility that Post would remain as a member of the Board until the end of the fiscal year, next June 30. He himself has been non-committal.

# BRANIFF AIRWAYS— Oklahoma Acorn to International Oak



Braniff Airways' operating building at Love Field, Dallas, Texas

People who tell about the present days being over and the look of new fields for tomorrow don't know Tom Braniff and the Braniff legend.

For one of the characteristics of Braniff Airways has been that it has always kept its eyes on the ever-expanding horizon of aviation.

Starting with one plane, three employees, and a 116 mile route from Oklahoma City to Tulsa, Braniff has become one of the leading air carriers of the country—17,499 miles of domestic routes, flying 23,000 miles daily, and

with over 1,500 employees.

And now, the worldwide links Oklahoma airlines points toward becoming an important factor in international aviation.

People like Braniff must be on their toes. That's why we think it is significant that their plans use Phillips Aviation Gasoline.

We firmly believe that the best indication of the quality of a product is the kind of people who use it. That said, let Aviation Department, Phillips Petroleum Company, Bartlesville, Oklahoma.



T. E. Braniff, President of Braniff Airways, and one of the great producers of domestic airline operations



## CAB Opens Hearings On AA-MCA Merger

Counsel for 16 opposing airlines vigorously cross-examine Smith and Zuck over effect of consolidation

The case that may change the nation's air service pattern both physically and economically—the proposed merger of American and Mid-Continent Airlines—went to hearing last week before CAB examiners. Situations were expected to continue through the week.

Beyond the actual merger, which would see the disappearance of MCA, a North-South carrier, by American, an East-West transcontinental, the issue presented to some observers a question of national air policy.

**Worldwide Trade.**—Approval of the transaction, as has been pointed out (AVIATION NEWS, Oct. 1) would indicate a trend to a few big airline systems, linked with a large number of airline feeder lines, supplemented by charter and float bus operations. Some informed sources predicted the merger would be a step toward wiping out smaller regional carriers.

The immediate result of the proposed merger would be to give American three important points on Mid-Continent's routes that American does not now serve. These are New Orleans, Kansas City, and Minneapolis-St. Paul. Presumably nonstop applications between these cities and American's West Coast terminals would follow.

**Cross Examination.**—Long—Stems of cross-examination of C. B. Smith and Joseph A. Zuck, board chairman of American and Mid-Continent respectively, marked the hearing. Counsel for 16 opposing airlines, concerned over long-range effect the merger would have, put Smith through extensive cross-examination relating to the merger as a solution to MCA's problems.

He stated AA did not take the position that a merger is the only solution and that he had "no desire to speculate" on whether a merger of MCA and some other airline would be better. The question of solving MCA's problems by means of an interchange agreement also was discussed.

**Advantages Cited.**—Other questions predicated on approval of the merger dealt with AA's plan for preservation of pending MCA applications for new routes and possibility of seeking consolidation of MCA routes with AA's system.

Smith indicated MCA's new route proposals probably would be preserved.

In a written statement, the American executive cited as advantages that would accrue to the public from consolidation of the two systems the improved service due to increased schedules, modern 4-engine equipment, and new and additional cross-carrier through service between cities now served by MCA and those served by AA in the southeast and west, lower fares on MCA's routes, lower mail rates; financial strength and stability AA would offer; improvement in U. S. transportation security by consolidating MCA's dependence on government aid; and others.

**Zuck Backs Explanation.**—Zuck was cross-examined extensively on reasons MCA had accepted AA's proposal and repeated earlier specific offers by Braniff, Northwest, and TWA. He explained that AA's proposal was the "most satisfactory and constructive solution to our problem" because it is "a close out proposition with a company soundly situated," and allows MCA shareholders a chance to return to the investment position in the industry.

AA's prospects for growth insure steady absorption of all MCA employees, he said, and will greatly benefit cities served by MCA.

## Slattery Back at CAB

Edward Slattery, who has been on leave of absence for a year due to illness, was named to the Civil Aeronautics Board as chief of public information. Slattery will be assisted by Mrs. Grace Harman, who has been acting chief of the branch and who now becomes assistant chief.

## United Purchases 35 Martin Model 303's

United Air Lines' first order for equipment to replace its DC-3's was delivered last week with assurance it will purchase 35 two-engine 300-mpg planes from The Glenn L. Martin Co. Called the Martin 303, the 40-passenger ship will be an advanced version, it is understood, of the Martin 292 which the manufacturer expects to have in production early next year. United anticipates delivery on the 303 sometime in 1957.

The 35 planes will cost the carrier approximately \$3,800,000, and it has an option to purchase the last 35 if it desires. Cabana will be procured, as items that makes up more than \$1,000,000 of the cost of the lot. Other features include a lounge, instant pilot cabin heating for winter and cooler air for summer, a new-type buffet and large windows.

**Appear Faster Plane.**—The 303 apparently will be a faster plane than the 292. Cruising speed on the latter is 210 mph, though Martin officials insist it is "in the 200 mph class." Detailed specifications on the 303 have not been disclosed, but apparently it will be a heavier plane with more lift than the 292 and of the same weight will be airspeed, according to the preliminary estimate. The jet propulsion will be used on engine exhaust to increase speed. Power plant will be two 15-cylinder Pratt & Whitney 3,200 hp engines, as in the 292.

United meanwhile expects to start service in 60 days with the first of 35 converted C-44s, and expects to receive delivery in July on the first of 35 DC-4's.

## ATA Slates New Study of Airline Problems

Air Transport Association directors voted last week to provide more than \$200,000 in the next six months for a new examination to reveal what air transportation traffic needed problems, a study of joint use of airline facilities, and expansion of its operations division. The amounts for these three items, respectively, are approximately \$100,000, \$150,000, and \$20,000.

The air assignment-traffic control committee will be supervised by a central committee of five members of ATA's Operations Committee functioning under the board of directors through a committee. W. Arnold, new ATA vice-president for operations and engineering, will preside.

One of the C-44s for use as an experimental laboratory, and conduct research through existing experimental rules and equipment facilities.

**Freeway Study.**—The preliminary study to find out how congested air terminal facilities might be handled from the airport point of view will be conducted by Joseph D. McGoldrick, senior controller of New York City. It will be made at 10 representative airports of various size, where three to five will be selected after the completion for actual trial of the facilities recommended, probably in a separate W. Arnold by the airlines to actually handle the operation.

## Recognition of Airline Committee By ALPA Held of No Importance

U. S. mediation official says pilot board can formulate group's policy and then direct individual negotiations with equal effect, adding that Mediation Board apparently would have no legal ground for objecting or interfering.

By IRVING STUBBINS

It makes little or no difference whether or not the Air Line Pilots Association recognizes and deals with the Airline Negotiation Committee on par for operation of four-engine planes, a Government labor mediation official told AVIATION NEWS last week.

The Airline Committee can formulate its policies and coordinate its pilot wage offers, and direct the negotiations of its individual airline operations with ALPA past the union. By this means the Committee can achieve the same effect as though ALPA did recognize and deal with it.

**No Objection Seen.**—Apparently, in the view of the official consulted, the National Mediation Board would have no legal ground for interfering with or objecting to such procedure by the Committee. The board would conduct mediation between the individual airline operators and the pilots, without questioning the rights of the pilots and position of the operator in the case.

However, if the Civil Aeronautics Board should disapprove the airline agreement by which the Airline Negotiation Committee was formed, it seems probable that the union wage policy of the airlines would have to be abandoned.

**Arbitration Offered.**—Ralph Dawson, chairman of the Committee, and the airlines are anxious to work out a four-engine settlement, fairly, and promptly. The Committee offered to submit the pilot's wage demand to a board of arbitrators composed of one man for labor, one for management, and three for the public.

It is assumed the public representatives would have to decide the issue, and the Committee preferred three such members to one, which is the usual practice. The three public members would be one acceptable by the other two.

**Shutdown Feasible.**—At least one operator is unofficially reported to be ready to shut down rather than accede to the pilot's demands for

an increase of about 90 percent—from \$12,000 to \$12,500 per year on four-engine equipment. Daniel D. Carroll, ALPA attorney, threatened a strike at a recent CAB conference.

CAA went into operation with its first converted C-44s, the pilots accepting temporary terms under agreement that whatever rates may be fixed in future will be retroactive. TWA said it would start two flights per week on its converted route Feb. 5, and that pilots had accepted agreements. It is understood the war is the same as paid by Pan American (AVIATION NEWS, Jan. 7).

ALPA has said it is willing to continue negotiations with all 13 lines in the four-engine program, as after the other, but will not deal with the over-all committee of these airlines.

**Early Decision Sought.**—The entire membership of CAB, now in Bermuda at the Anglo-American aviation conference, presumably is

reading a transcript of the conference at odd moments. CAB spokesmen said they could not say whether approval or disapproval of the committee agreement will be made at Bermuda. There is urgent demand for an early decision.

Meanwhile, more heated legal questions are under discussion. It never has been determined whether a violation of the Railway Labor would violate the Civil Aeronautics Act, and whether in such case CAB would have jurisdiction.

**Deal Appears in Doubt.**—Another question is whether the operators, having filed an agreement with CAB, can go ahead and continue it pending CAB approval or disapproval. Section 412, which calls for filing of agreements, does not state the point clear, but Sections 448 and 449 dealing with airline interrelationships, would seem to indicate that an agreement should not be continued if it is approved.

The second itself seems to entertain doubt whether its decision will have any effect on the Mediation Board which the pilots outlined, is the only agency with power to make changes in existing procedure.

**Industry Examples Cited.**—At CAB's conference on the agreement, the Air Transport Association argued that several industries, including railroads, have engaged group negotiations which negotiate with single unions. ALPA agreed, but said such negotiations were conducted only by union consent.



**Airline Negotiators in Pilot Pay Dispute:** The six members of the committee designated to represent in pilot pay discussion the 13 airlines planning to use four-engine equipment are shown as they appeared at Washington recently for a CAB conference on the problem. Left to right, they are: front row, Ralph S. Dawson of American and J. D. Carroll of TWA; second row, Paul S. Richter of TWA and J. Herbert of United; third row, S. Dawson of Eastern and H. C. Shivers of Braniff.

## Airlines Seeking Willow Run Field As Interim Terminal For Detroit

Negotiations with BJC began by committee representing seven lines after Wayne County Airport is rejected because of inadequate facilities; huge New Orleans field is dedicated.

Lease negotiations for Willow Run Airport as an "interim" Detroit airline terminal were under way last week between the BJC and the Detroit Airlines Negotiating Committee, representing the seven airlines in the area. A tentative lease is sought.

The negotiations began after airlines turned thumbs down on Wayne County Airport (Rumours Field). The Committee hopes to open Willow Run to commercial use March 3.

Chairman Robert Averill points out that the Willow Run airport provides runways as a plane can land and takeoff with the wind in any direction, in contrast to Wayne County's "partial coverage." Willow Run also has hangars to accommodate four-engine aircraft, while Wayne does not.

**► Executive Leaks Willows**—Averill and study of plans for expansion of Wayne County Airport declined that virtually none of its existing service is to be used, nor would

temporary parking be used in its future development.

Investigation showed also that while an emergency operation might be put into effect on the north side of the field in 30 to 40 days, it would be undesirable, and proper adaptation of existing buildings or erection of a new one would require six months to a year.

**► Other Developments**—Leasing of Willow Run, in view of the tangled Detroit airport situation, is among a number of important airport developments of the month.

Another was the dedication in mid-July of Midway International Airport at New Orleans. Covering 1,100 acres, the field is said to be twice as big as the new largest commercial field in the U. S. Plan is for commercial passenger planes to use Midway, private planes New Orleans Airport and cargo planes Air Caddisfield Field. Midway officials say there is little likelihood that it will ever be fog-bound at the same time, giving

New Orleans at least one fog-clear landing field at all times.

Officially opened by Lt. Gen. James H. Donnell, Midway will not be an actual airline use until some time after April 1 when installation of a range station is completed.

Recent developments at other airports:

**► Boston**—Expansion of state-owned Logan airport, already behind schedule, has been complicated by a passenger's recommendation for a "Logan International Airport Authority" with power to expand existing facilities as soon as possible.

The Public Works Commission's contents for some of its state projects, in view of the state's ability to address the work, and the governor's recommendation would materially increase the cost.

**► Buffalo**—Having relinquished the city's property on one of its large hangars, City Council has set up a joint committee to acquire existing hangar and other surplus property at Buffalo Airport. The notified hangar will be used by the Twin County Co. of flight, CAA for bus manufacturing. The new city administration is faced with the problem of determining whether an Airport Advisory Board still exists as a new one must be named. Some pending airport matters must be acted on without the Board's consultation.

**► Cincinnati**—City Manager W. R. Kellogg stated there will be no further expenditures toward development of a proposed Greater Cincinnati Airport at Eike Ash until there is a better understanding with CAA, which has told city officials that Cincinnati need present a program for about 25 aircraft for private planes before approval of a master airport could be obtained. The matter was to be discussed further late last week.

**► Miami, Fla.**—Miami Air Lines has leased the Inter-continental Air-mart plant and hangars adjoining the 36th St. Airport, recently acquired by the county.

**► Eugene, Ore.**—CAA's regional office at Seattle, Wash., expects to add beds next month for installation of landing system, approach light lane, and VHF radio range at Multnomah Street Municipal Airport.

**► Milwaukee**—Army is reported selling relinquish its lease on 84th Street Field as requested by the County Board. However, Army desires a new lease granting concurrent use of field facilities, with authority to erect structures

for its exclusive use anywhere on the field.

**► Richmond, Va.**—Negotiations with War Department for status of Richmond Army Air Base to the municipality as a civil airport have bogged down. The city says it is waiting for a proposal from the Army, but Maj. H. C. Rogers, attached to the office of Federal Surplus Property Commission, and the government's representative at the base, said the further negotiations with the city will be held for months, due to differences in legal status and termination of certain contracts affecting the base held by the Army. Possibly certain that Richmond will take over part of the field it controlled before the war, while the Army maintains the portion added to the original airport when it was converted to a base.

**► Salt Lake City**—Long-range plans for airport improvements include a new administration building, hotel and other facilities, lengthening and widening of runways, and special accommodations for private planes.

**► Phoenix, Ariz.**—Joint government car service between the airport and city is being provided by Airline Leasing, Inc.

**► London**—Opening of Heathrow Airport in London was marked by a record-breaking flight, a British Lancaster from that field to Rio de Janeiro, 3,500-mile trip, including stops at Lisbon, Budapest and Nizniy, was made in 28 hrs. 16 min.

## DC-4 Overhaul Period Under Study By CAA

The schedule of overhaul time periods on the DC-4 aircraft now is being studied by Civil Aeronautics Administration following a meeting with airline and manufacturer representatives.

The current, through as Air Transport Association committee seemed to deal with the problem, have indicated that overhaul intervals suggested earlier by CAA were too short in many cases. They urged that in view of the frequency of engine overhauls the time between overhauls on most cases be made longer than CAA had specified. One of the main items under discussion was overhaul of the propeller staff, which ATA proposed some at 1,000 hours instead of 6,000. The proposal is likely to be accepted.

**► Will Set Standards**—The conference on differences between the time intervals set by CAA and

that suggested by ATA's committee will result eventually in a list of overhaul periods for all items on a DC-4 for guidance of the airlines.

Since the agreement was just beginning to use these fixed engine ships, one of the members said, the final decision is expected to be available well before the time needed.

**► Cadenas Listed**—The CAA group was headed by Charles A. Eyrer, Members of the ATA committee, which already had gone over the subject with Douglas Aircraft at a Chicago meeting, are R. G. Lasky of Eastern Airlines, C. F. Watts of American, B. E. Ger of Northwest, W. T. Stitt of Pan American, H. J. Verling of CAA, R. M. Dorn of TWA, J. S. Martin of United, and A. R. Diller of ATA, secretary. Paul J. Whiting, Wright Aircraft and Hamilton Standard also were represented at the meeting.

## PCA, EAL Refuse to Sign Buffalo Leases, Citing Fees

Objections to increased fees have delayed signing of leases covering operations at Buffalo Airport by PCA and American Airlines. During a recent Airport Com-

mittee discussion of PCA's application to renew lease of a hangar, John W. Van Allen, former chairman of the Buffalo Airport Advisory Board, informed the committee that the two carriers, both of which will use larger and heavier aircraft this year, expect to pay \$2 for each 1,000 sq. ft. above 20,000, a fee which has been added to the base schedule rate of \$16 per sq. ft. per month. They also object to a proposed rate that the city has all gasoline and oil used at the airport.

**► PCA Statement**—PCA and it considered its lease at the airport purely temporary, because of the contemplated gasoline-galvanizing charge, since such charges "would, of course, mainly be passed on to the air carriers in one form or another." The firm's representatives said if the charge is added "some other arrangement would have to be made."

The committee asked PCA's application to lease the hangar and approved renewal of a lease with Buffalo Aircraft Rental Corp. to lease another hangar on a month-to-month basis. Also approved was a lease with Northwest Airlines, for rental of space in the Administration Building.



## DISCUSS PCA NORTHEAST MERGER:

Officials of PCA and Northeast Airlines, which have asked Civil Aeronautics Board permission to merge, have been holding a series of conferences in anticipation of CAB approval of the transaction. A group of Northeast's officials recently visited Washington to meet PCA's officials, report on operating facilities, and fly to Norfolk in a converted Skymaster. Shown, left to right, are President Paul Collins of Northeast and Luke Morris and Dr. L. G. Lechner, PCA vice-president and personnel administrator, respectively.

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## Aviation And The Budget

IT IS TOO EARLY to cheer, but the overall increases in government aviation expenditures for fiscal 1947 announced in the President's message to Congress, ranging from 25 to more than 40 percent, are a hopeful sign of appreciation of aviation in high circles. More encouraging still is the action of the House Appropriations Committee on the National Advisory Committee for Aeronautics' appropriation for 1947.

An repeated occurrence in this issue, the committee's refusal to act on the request of the Bureau of the Budget in NASA's original estimates. This gives rise to some hope that the elected representatives of the people, at least, are cognizant of aviation's benefits and perhaps will resist interference.

It is reassuring, also, to see so many requests of the government's agencies reviewed in full and given attention in Congress, rather than being killed first, without explanation, behind closed doors by a small but powerful group of staffers. Another example of this latter practice is revealed by the budget recommendations for CAA. Two programs which CAA sincerely believes necessary—the parking and aircraft development—were denied funds by the Budget Bureau without any reason being given CAA. On the other hand, the Department of Commerce was recommended for an appropriation of \$1,568,000 for a general, undefined program of industrial development.

Previous editions in AVIATION NEWS have pointed out an apparent lack of appreciation in the Bureau of the Budget of the potentialities of aviation in the national economy of the future. This attitude seems to be held even by the Bureau's top executive. In his appearance before a subcommittee of the House Appropriations Committee, speaking for his own agency, Harold Smith, director of the Budget and one of the most powerful men in the federal government, divulged the fact that he, like the chairman, believes aviation is overvalued. One pointed paragraph of his statement is worthy of quotation:

"I could cite another type of thing that I think gets into the very policy realm you are thinking of. One of these days we need to look at the commercial airlines which we have subsidized in the form of airport and airway facilities in the form of navigation facilities of a very extensive character. Just as if the federal government owned the truckage, signal systems, and so on at the railroads, and the railroads owned the rolling stock, the airlines own the rolling stock, so to speak, and the government owns practically everything else. Now, is it not possible—I raise the question, as it is not possible, and I think we must find the answer to that one of these days—for the airlines to remain to the government some specific payment for the use of these facilities? I only pick that out of my pocket as an instance where a fundamental study is required. These seem to me to be the large and basic considerations of the budget."

It may be noteworthy, perhaps, that the House Ap-

propriations Committee altered the proposed 1947 budget of the Bureau of the Budget from a requested \$4,800,000 to \$2,728,957. As in the case of the revised figures for CAA, CAB, and NACA noted above, both House and Senate have yet to vote on all of these appropriations. The pending action in the next few weeks by the people's chosen representatives deserves the closest scrutiny.

## Cramping Jet Development

THE AMERICAN AIRCRAFT ENGINE INDUSTRY, burdened with fundamental research problems and leading Britain in the jet race, now is facing further problems posed by top military planning chiefs who are forwarding their policy directives to the Aeronautical Board. The board, consequently, is expected to prepare detailed procurement specifications which would standardize and specialize turbo-jet design details.

Such specifications, most industry people feel, would seriously stifle jet engine development at this critical stage of the art. By effectively diverting industry research and development into highly detailed channels aimed at satisfying current specific installation problems, the policy which has been decreed at top levels would rob the industry of badly needed research work on fundamental problems of high temperatures, fuel consumption and higher efficiencies. Insofar as Army-Navy procurement is currently the only source of revenue to the producers, much fundamental research would have to be conducted at their own expense. Liberal procurement specifications would permit extensive experiment and encourage development of continuous improvements.

New jet engines, produced to the proposed specifications, would suffer in over-all efficiency through complexities such as air bleed, automatic controls and rigid limits of temperatures, speed and high load limits. These detailed requirements would demand many modifications, if not years, to fully satisfy while the overall progress of thermal jet science was retarded. For example, the adequate strength of rotor shafts and bearings for airplane speeds of 15,000 r.p.m. per second would drive the specific weight of these units far above their already excessively high figures. It is true when Britain has no open requirements of any kind.

At the order of top military officers, the board seems compelled to launch a turbo-jet specification program for this instant industry based upon its 30-year experience with the matured and expensive turbine and reciprocating engine industries. While the high command's stated intention is to provide production jet engines for current and future contracts, this tailoring process neglects the long-range view which would provide high-powered, dependable, flexible and economical jet units for both military and commercial use and a decided loss.

It is hoped that industry will not be added with such unnecessarily restrictive requirements as a fatal blow to the jet engine.

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Industry has always purchased functional parts such as carburetors, fractional motors and such from other makers. But it took the war to spread the practice of contracting the manufacture of special assemblies.

Speed was the emphasis then, and cost was secondary. But with reconversion, cost re-assumes its normal importance.

### Speed and Economy Can Team Up!

Like hundreds of others we did our share of manufacture for others during the war—perhaps we got more than our share. In looking for the reason, perhaps there's something to the idea that we've been at this contract manufacturing business for more than 50 years. Just by the law of averages, we ought to know the business.

And since ours was not a war baby fed on the easy cost-plus formula, we should also be able to cut a few corners on costs too. For

we were brought up with a stop-watch in one hand, a finely sharpened pencil in the other—and a group of hard-boiled cost-minded peace-time primes looking over our shoulder.

### Why not "Call our Bluff" (?)

Maybe we can show you something on costs that will cause you to contract some of those assemblies you were planning to make yourself. Maybe we can do it just as fast (maybe faster) and save you a lot of headaches, labor and equipment problems.

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